

2016 DIESEL TRUCK AND VAN BUYER'S GUIDE INSIDE

DIESEL POWER

The World's Largest Diesel Magazine

COVERT OPERATOR

# DIESEL POWER

January 2016 Dieselpowermag.com

The World's Largest Diesel Magazine

DPC 2016, EMISSIONS CONCERNS & POSSIBLE CHANGES...

**DON'T PANIC!**



**A SLEEPER RAM**  
THAT SCORCHES TIRES  
WITH 1,600 LB-FT OF TORQUE

# COVERT OPERATOR

PLUS: **HOW TO** INSTALL DUAL DURAMAX OIL FILTERS ➤

**JUNKYARD '89 CHEVY C30**



**GETS DURAMAX POWER**  
AND A K30 MAKEOVER



**ELECTRICAL UPGRADE**  
FOR '99-TO-'02 FORDS



000000

TEN

THE  
ENTHUSIAST  
NETWORK™



## INCREASE YOUR TORQUE & HORSEPOWER!\*



**\$39.99**  
FROM

**\$189.99**  
FROM

Intake Pictured:  
6.4L Power Stroke  
Part# 2576 ('08-'10)  
**\$319**



### PERFORMANCE AIR FILTERS

The washable and reusable pleated and oiled cotton gauze filtration medium runs up to 50,000 miles between cleanings, depending on highway conditions. 10-year / 1,000,000 Mile Warranty. Installs in minutes.

6.6L Duramax ('11-'15) ..... Part# 33-2466

6.6L Duramax ('06-'10) ..... Part# E-0781

6.7L Cummins ('10-'12) ..... Part# E-0787

6.0L PowerStroke w/Box ('03-'07) ... Part# E-0780

6.7L PowerStroke ('14-'15) ..... Part# 33-5010

**...Plus 100s More! Call or Visit Us Online.**

### COLD AIR INTAKES\*

Boost power and torque\* with a K&N Cold Air Intake. Custom engineered with a famous K&N Filtercharger cone filter and crosslink nylon intake tract. 10-year / 1,000,000 Mile Warranty. Easy installation.

6.6L Duramax ('11-'12) ..... Part# 63-3077

6.6L Duramax ('07-'10) ..... Part# 57-3066

6.7L Cummins ('07-'09) ..... Part# 57-1557

6.7L PowerStroke ('13-'15) ..... Part# 63-2582

7.3L PowerStroke ('99-'03) ..... Part# 57-2530

**...Plus 100s More! Call or Visit Us Online.**

\*Estimated horsepower and torque gains based on specific or similar vehicle dynamometer tests. Results will vary. For more information, look up vehicle and/or testing protocols at knfilters.com. \*57 Series Intakes are 50-State Legal. Intake systems beginning with 63/69/77/RK are street legal in most states. Some of these parts are not legal for use on certain vehicles in California, or other states adopting CA emission standards. Visit us online for CARB status on each part for a specific vehicle.

## FEEL THE RUMBLE AND POWER OF PERFORMANCE PIPES!



**MBRP**

**\$161.34**  
FROM

For more than 15 years, MBRP has been dedicated to delivering maximum power gains, optimal durability and the best overall performance.

**Banks POWER AUTOMOTIVE REARL**

**\$262.08**  
FROM

Make a hefty deposit into your power and tone account with a Banks performance exhaust system. Backed by a 5-year warranty.

**FLOWMASTER**

**\$229.99**  
FROM

**GIBSON PERFORMANCE EXHAUST**

**\$216.99**  
FROM

Discover gut-wrenching power gains without the painful pull on your wallet. With Gibson, you get more tone, power and torque for less.



**Dodge Ram EcoDiesel**  
('14-'15) Part# 75-5074 / 75-5074D  
**\$299.00** FREE Shipping



## INCREASE COOL AIRFLOW TO YOUR ENGINE WHILE PROTECTING IT FROM HARMFUL DIRT AND DEBRIS.

### S&B COLD AIR INTAKES

- S&B uses premium silicone for its filters and couplers instead of urethane which can crack over time. \*
- Engineered to outperform stock intakes and tested to the ISO 5011 Filtration Standard.
- Available with a cleanable 8-layer cotton filter or dry-disposable filter.
- S&B's signature clear lid allows for easy air filter inspection and is great for showing off.
- Each intake kit includes simple installation instructions with full color detailed images.
- Backed by a Million-Mile Warranty and manufactured in the USA.

\* Silicone rubber not available on all S&B kits. See individual product pages for details.

## LARGEST ONLINE SELECTION

1,000s of Parts for Performance, Protection & Style

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Call Our Experts **800.509.7220**

# FREE SHIPPING

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## BULLYDOG

### BULLY DOG TRIPLE DOG GT TUNER

- Tune for horsepower and torque with 4 different power levels
- Exclusive Driving Coach feature teaches you to improve fuel economy
- On-the-fly power level adjustment maximizes power & economy when you need it
- Full color display screen with multiple themes
- View instant fuel economy and trip fuel economy
- Displays current gear on vehicles with auto trans
- De-fuels based on user-set parameters

50-STATE  
LEGAL!

## UNLEASH THE BEAST IN YOUR ENGINE!

\$499<sup>90</sup>  
FROM



## CRANK UP YOUR POWER WITH SCT!

49-STATE  
LEGAL!

### SCT X4 POWER FLASH PROGRAMMER

- Preloaded with an impressive set of dyno-proven and track-tested tunes
- The easiest way to crank up your horsepower, boost torque and enhance throttle response
- Create and store up to 10 custom tunes optimized for your particular driving style
- Offers a wide range of adjustability to critical vehicle parameters, including rev limiter, shift points, idle speed and more (varies by vehicle)
- Increases fuel efficiency when you're not pushing the pedal to the metal
- Easy-to-read full color LCD screen that runs in landscape and portrait modes
- Logs and displays PCM data in real-time while you drive, or review your runs at home using SCT's LiveLink software

\$399<sup>00</sup>  
ONLY



\*Not legal for sale or use on pollution-controlled vehicles in the State of California or states that use the CARB emissions standard.

**DFS780**  
FUEL SYSTEM



\$845<sup>00</sup>  
FROM

## IMPROVE THROTTLE RESPONSE AND HORSEPOWER AT ALL RPMs!



### CLEAR SIGHT GLASS

A clear high-impact polycarbonate sight glass allows visual inspection of the fuel entering into the system.



### HELICAL SPUR GEARS

To ensure the quietest operation possible, the DFS780 uses Helical Bronze Spur Gears versus straight cut gears.



### FUEL FILTER & WATER SEPARATOR

The DFS780 uses a high efficiency fuel filter that connects to a clear water separation bowl. While the fuel filter is removing contaminants, the water separation bowl allows for visual inspection of the collected water and provides ease of draining using the removable cap.



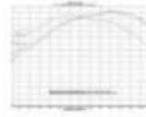
### DIRECT BOLT ON

The DFS780 is made specifically for each vehicle. It comes complete with all hardware, brackets, fuel lines and wire harnesses, allowing a simple installation. No cutting or drilling of the vehicle, and the installation is completely reversible.



### DYNO TESTING

In addition to cleaning contaminants and removing air/vapor from the fuel, the DFS780 provides significant increases in both horsepower and torque.



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## THE WORLD'S FINEST HARD ROLL-UP TONNEAU!



### REVOLVER X2 HARD ROLLING COVER

#### BAK REVOLVER X2 TONNEAU COVER

Bak Industries is excited to introduce the Revolver X2 – an all-new and improved aluminum hard rolling tonneau cover that offers tough security, ingenious mechanical locking rails, a flush low profile design, and simple one-handed operation. Its unique “no profile” design ensures lower coefficient wind drag resulting in better fuel economy, and renders a clean aesthetically rich look. The cover is designed to withstand over 400 pounds of evenly distributed weight, and the Tuff-BAK vinyl lining makes it resistant to dents, scratches and wear. Revolver X2 allows for 100% truck bed access, and locks securely with the truck's tailgate.



## BEDLOCKER® ELECTRIC: THE TRUCK COVER THAT PULLS ITS WEIGHT

\$1,926<sup>21</sup>

Bedlocker® stands alone as the secure, remote-control retractable cover that's ideal when you're hauling any type of trailer. It opens or closes in less than 30 seconds and can stop at any point.

- Great for fifth-wheel hitches; keeps the latch securely locked away when not in use.
- Hands-free remote operation from truck or trailer.
- Powerful electric motor wires to your truck battery.
- Heavy-duty, powder-coated aluminum exterior retracts into canister.
- Manual override release in case of lost remotes or dead battery.
- No-drill installation.
- Three-year warranty.

**PE** PACE | EDWARDS

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## TAKE YOUR HORSEPOWER TO THE EDGE!



**"Works Great!"** ★★★★☆

CTS Edge works great, noticeable difference in shift firmness. Very easy to install and upgrade via the internet." – Jeff T. (San Diego, CA)



**\$589.00**  
FROM

AVAILABLE IN LIMITED EDITION MOSSY OAK

**EDGE**  
PRODUCTS<sup>5</sup> **CTS**

### CTS EVOLUTION PROGRAMMER\*

Tweak and tune your beast with the power and style of the Edge CTS Evolution Programmer. This impressive in-cab monitor and digital gauge display is packed full of features that make it easy to dial in the perfect combination of power and efficiency. The 4.3" full color touch screen lets you see exactly what's going on under the hood. Plus, it has a video-in port that connects to the optional backup camera, DVD player or any compatible camera. View diagnostic trouble codes, record 0-60 and quarter-mile times or monitor your RPM, MPH and EGTs. Backed by a 1-year warranty. FREE Overnight Shipping!

\*Not legal for sale or use on pollution-controlled vehicles in the State of California or states that use the CARB emissions standard.

## UPGRADE YOUR TRUCK'S COMFORT, HANDLING AND SAFETY!

Call or visit us online for our complete selection of performance off-road shocks.

**PRO COMP**

**PRO COMP SHOCKS**  
There's only one way to face the badlands like a real man—that's mano-a-mano. And, with a set of Pro Comp Shocks absorbing the punches, you and your off-road machine are guaranteed the spoils of every backcountry battle. Precision engineered and custom valved for truck, Pro Comp shocks dramatically improve on- and off-road performance. Limited Lifetime Warranty.



**\$39.99**  
FROM

**RANCHO**

**RANCHO SHOCKS**  
Outfit your rig for any road, track or trail with top-of-the-line Rancho shocks. With over 50 years of engineering experience under their belt, Rancho has mastered the art of fine-tuning shocks to handle the roughest terrain with ease. Pick from multiple performance levels with varying stiffness to handle harsh impacts and improve handling. Lifetime Warranty.



**\$55.99**  
FROM

**BILSTEIN**

**\$59.99**  
FROM

### BILSTEIN SHOCKS

Bring precision German engineering to your state-side ride with a set of Bilstein shock absorbers. Delivering the stability you need to conquer the Autobahn, paired with the comfort you crave for your morning commute. By perfecting the mono-tube gas pressure shock absorber, Bilstein revolutionized the shock absorber industry. Lifetime Warranty.

**SKYJACKER**

**SKYJACKER SHOCKS**  
Whether you're heading down to the jobsite or racing across the desert in the Baja 500, Skyjacker shocks dish up the support your rig's suspension needs. Entry-level Skyjacker shocks boast velocity-sensitive valving that senses your speed and adjusts for the best results, and their pro shocks use cutting edge wafer valving for the ultimate performance. Lifetime Warranty.



**\$33.57**  
FROM



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UNMATCHED QUALITY & AFFORDABILITY!

## TONNO PRO

FOLDING OR ROLL-UP PREMIUM VINYL TONNEAU COVERS

YOUR CHOICE: **\$279**  
EACH FROM ONLY **\$279**

TONNO PRO TONNO FOLD TRI-FOLD ▾

TONNEAU COVER

- Low profile styling folds closed for cargo protection
- Locks in open position for easy access & large cargo
- Installs in minutes – NO DRILLING required!
- Security and protection from the elements
- Aluminum frame with tear-resistant double sided marine-grade vinyl
- Industry leading 10 year warranty on vinyl, lifetime on frame

TONNO PRO LO-ROLL TONNEAU COVER ▾

- Easily rolls and unrolls for full access to your truck bed
- Mounts inside bed rails so you can mount ladder rack, bike rack, etc.
- Aluminum frame with tear-resistant double sided marine-grade vinyl
- Installs in minutes – NO DRILLING required!
- Security and protection from the elements
- Industry leading 10 year warranty on vinyl, lifetime on frame



## QUALITY PROTECTION & RUGGED GOOD LOOKS!

  
**STEELCRAFT**  
Custom SUV and Truck Accessories

STEELCRAFT GRILLE GUARD

The Steelcraft Grille Guard is forged from rugged T304 stainless steel for premium strength. The one-piece construction and integrated removable brush guards shields your front end from damage on or off road. 5-year warranty on black. Limited Lifetime Warranty on Polished Stainless.

BLACK....From \$399<sup>99</sup> FREE Shipping STAINLESS From \$619<sup>99</sup> FREE Shipping



**\$399.99**



STEELCRAFT BULL BAR

Reinforce your front end with the rugged protection of the Steelcraft Bull Bar. Built from 3" T304 stainless steel tubing, this beefy bull bar boasts a removable skid plate and comes in a black powder coat or polished stainless finish. 5-year warranty on the black and a lifetime on polished stainless steel.

BLACK....From \$199<sup>99</sup> FREE Shipping STAINLESS....From \$239<sup>99</sup> FREE Shipping

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**extang**  
tonneau covers

**EASY FOLDING DESIGN,  
HARD COVER SECURITY!**



## **SOLID FOLD 2.0**

- Stylish OEM matte finish
- Strong and secure tri-fold design
- Quick & easy to operate
- Dent resistant panels
- Cooler to the touch
- Installs in minutes, no tools
- Safety and SpeedKlamps
- Extang Engineered
- Integrated snap-on seals
- Ultimate water management

Integrated snap on seals make it the most water resistant folding cover on the market.



## **STEP UP TO A BETTER BAR!**

**LUND**

Premium Style. Lasting Performance.

**\$189.95**  
FROM \$189.95 PR.

### **LUND 5" OVAL NERF BARS**

- Plant your feet on Lund 5" Oval Nerf Bars for a big-time boost in and out of your rig
- Custom configured for a perfect fit and a no-drill install (most vehicles)
- Measuring it at 5" wide, these oval nerf bars deliver an ample stepping surface
- Topped with recessed rubber traction pads for slip-free footing
- Constructed from cutting-edge polymers—they're as tough as metal but never rust
- Supports up to 350 lbs
- Available in Stainless Steel or Composite material (varies by vehicle)
- Backed by a Lifetime Warranty

**"Easy install and they look the best"** ★★★★★

*These came to me in less than a week after ordering. Installation took around 40 mins and they look outstanding on my truck. So much better than the 3-inch round bars normally seen in this price range." - Steve A. (Spring Creek, NV)*

Available in Polished  
Stainless Steel or  
Black Composite Material  
(varies by vehicle)

Visit AutoAnything for Our Complete Selection of LUND Accessories including Running Boards, Deflectors, Tonneaus, Floor Mats, Fender Flares & More!

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## PROTECT YOUR INTERIOR WITH CUSTOM FLOOR MATS & LINERS!



### MAXLINER MAXFLOORMATS

Custom molded to the exact contours of your vehicle's floorboards, the MAXFLOORMATS deliver wall-to-wall protection. Molded from eco-friendly low-density polyethylene. Lifetime Warranty.



### FLEXOMATS FLOOR MATS

ProZ FLEXOMATS car floor mats completely cover and protect every inch of your floor. Plus, the heavy-duty square-rubber tread is designed to deliver unbeatable traction while locking in mud and grime. Lifetime Warranty.



### LLOYD MATS CUSTOM CARPET MATS

Treat your feet to the plush carpet mats. Custom-cut for a larger and thicker fit than ordinary OEM mats. Custom embroidery available. 70+ factory-match and universal colors. 2-year warranty.

## SAFEGUARD NEW SEATS OR WRAP UP THE OLD ONES! 100'S OF STYLES ONLINE



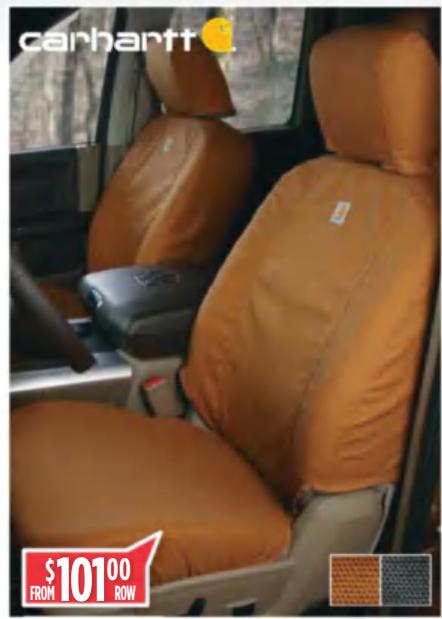
### CALTREND TOUGHCAMO SEAT COVERS

Made from heavy-duty ToughCamo material with a lacquered topcoat for UV- and abrasion-resistance, these premium seat covers stay soft and smooth for years of comfortable use. 2-year warranty.



### CALTREND NEOSUPREME SEAT COVERS

CalTrend's Neosupreme material delivers supreme comfort, wraps your seats in a stylish, snug-fitting wetsuit-like material and protects your interior from the inevitable wipeouts. 3-year warranty.



### CARHARTT® DUCK WEAVE SEAT COVERS

Carhartt® seat covers are crafted from their signature breathable, heavy-duty duck weave fabric that's double over-lapped and triple-needle stitched on the main seams. 90-day warranty.

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## GET ROLLING WITH AUTOANYTHING!

Without wheels, you're not going anywhere. So, they might as well be the best-looking and highest-performing custom wheels out there. At AutoAnything, that's all we carry, and we're proud to get your ride moving. With wheels for nearly every application, our selection of alloy wheels, steel wheels, black truck rims, chrome truck rims and more won't disappoint.



**\$250.52**  
FROM EA.

### RBP 94R BLACK & CHROME WHEELS

Add the perfect blend of flash and class to your ride. Boasting a glossy black finish with chrome accents, these all-aluminum dubs turn heads as well as they turn tires.



**\$289.99**  
FROM EA.

### XD SERIES 775 ROCKSTAR CHROME WHEELS

Roll like a rockstar on XD 775s. With a 5-spoke pattern, star-studded center caps and a dazzling triple-plated chrome finish, these aluminum wheels are true head-turners.



**\$399.99**  
FROM EA.

### BMF R.E.P.R. DEATH METAL BLACK WHEELS

Crank your rig's attitude up to 11 with a rockin' set of BMF Death Metal Wheels. These aluminum rims boast an aggressive spoke pattern and BMF's gloss-black Death Metal finish.



**\$435.92**  
FROM EA.

### LEXANI WHEELS

Since 1996, Lexani has set the trends with their devotion to exceptional design and unmatched quality. In the luxury world of custom rims, no name stands above Lexani.



**\$294.99**  
FROM EA.

### LRG RIMS LRG104 BLACK MACHINED FINISH WHEELS

Fill out your wheel wells with a one-of-a-kind look. These righteous rims feature a unique, 14-spoke pattern, black finish and machined highlights.



**\$279.99**  
FROM EA.

### PRO COMP ADRENALINE 8180 SERIES ALLOY WHEELS

Rolling with a 6-spoke star pattern and glossy black finish, these rugged rims boast a machined lip for killer contrast.

or Visit [AutoAnything.com](http://AutoAnything.com)<sup>®</sup>

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THE WHEEL.  
REINVENTED.

WICKED  
WHEEL®  
COMPRESSOR  
WHEELS



- WW 2 Series
- Increased boost
- Lower drive pressures
- Machined billet aluminum
- Lower EGTs and faster spool
- Ford, Dodge, Chevy and more
- Improved power and performance
- **NOT just a billet copy of the OEM wheel**
- Customized designs for maximum surge protection and performance!

Accept no imitations.  
**[www.wickedwheel.com](http://www.wickedwheel.com)**

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WICKED WHEEL FOR YOUR APPLICATION.  
VISIT [www.wickedwheel.com](http://www.wickedwheel.com) or give us a  
call at 888-414-3457 for more information.



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**DieselSite®**

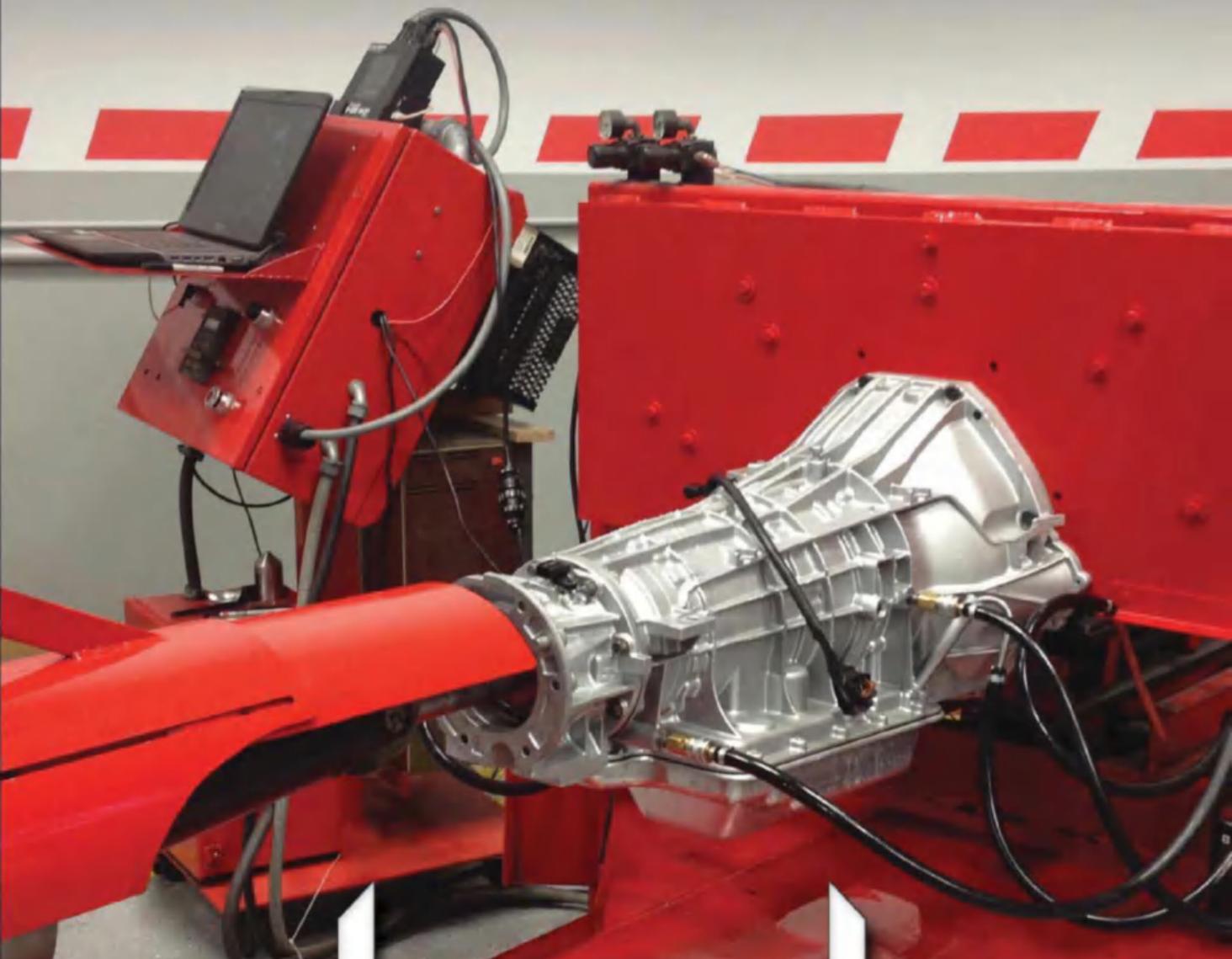
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WITH OPTIONAL RING



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THE OPTIONAL RING IS AVAILABLE IN  
BRIGHT MACHINED ALUMINUM OR  
RED, ORANGE, BLUE OR GREEN.



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PATENTED PROCESS



STEALTH E<sup>LUG</sup>

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DEATHMETAL E<sup>LUG</sup>

**FITE**

**BATL**



**10** FULLY MACHINED  
ORIGINAL STYLES

AVAILABLE IN DEATH METAL BLACK AND  
STEALTH BLACK FINISHES.



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FOR EVERYTHING DIESEL  
SINCE 1999**

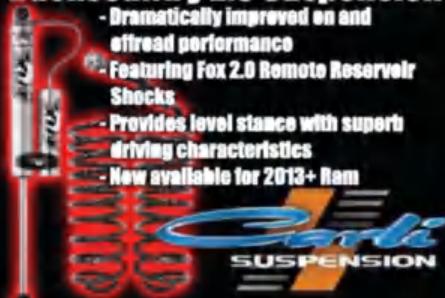


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QUALITY PARTS | FAST SHIPPING | COMPETITIVE PRICES | SUPERIOR TECH SUPPORT

Built, Not Bought. The Way It Should Be. Call us TODAY!

### Backcountry 2.0 Suspension

- Dramatically improved on and offroad performance
- Featuring Fox 2.0 Remote Reservoir Shocks
- Provides level stance with superb driving characteristics
- Now available for 2013+ Ram



### SMARTY Touch Programmer

- Combines Smarty Tuning with 4.3" Color Touch Screen
- Data logging capability with real time clock
- Completely Customizable
- Fastest ECM read & display in the industry
- Available for 98.5-12 Cummins



### Aurora Plus 5500 Turbos

- Allows use of factory emissions equipment
- Pairs factory VGT turbo with Aurora 5500 Turbo
- Capable of supporting 900 HP
- 2007.5-12 6.7L Cummins



### BD 68RFE Transmission

- Up to 250 PSI clutch apply pressure
- 150% more holding force over stock
- Billet shaft options are available
- Includes BD's 68RFE Electronic Pressure Controller
- Available for 2007.5-2012 Cummins



### LoadLeash Engine Brake

- A TRUE engine brake for 6.7L Cummins
- Works in unison with factory VGT brake
- Provides additional 150 retarding horsepower
- Virtually silent
- Extend brake life service intervals by up to 300%



### KC HiLITES FLEX LED Lights

- Expandable - Stack flex LED's to customize length & light output
- 1950 Lumens (pair of LED's)
- Available in Spot or Spread



[WWW.DIESELPowerProducts.com](http://WWW.DIESELPowerProducts.com) - 888.99.DIESEL

## FUEL BOMB DIESEL ADDITIVE

- TREATS UP TO 500 GALLONS
- DISPERSES WATER
- IMPROVES MPG'S
- BOOSTS CETANE

**\$8.95**



**F-BOMB GENERAL WARNING:** F-Bomb may be habit forming. Some side effects have been listed as improved fuel economy, excessive tire smoke, as well as childish behavior in empty parking lots, and well pretty much anywhere. Use F-Bomb responsibly and obey all traffic laws.

# BUILT *not* BOUGHT

It's more than likely than not that you have heard the phrase "Built not Bought"; so commonly used it's become almost cliché. But for diesel truck enthusiasts "Built not Bought" takes on a completely different meaning.

Diesel truck owners take pride in "building" their trucks to perform, whether that's on the street, towing, or on the track, diesel truck owners like yourself demand the best out of your vehicle as well as the products you purchase. ATS understands that because we "Build" our own vehicles for the very same reasons.

From our re-designed and engineered transmissions and torque converters, our balanced and custom ported Aurora turbos and optimally engineered Aurora turbo systems, to our fuel systems and electronics that bring it all together, ATS is dedicated to helping you "Build" a dependable, ground pounding, torque machine, capable of handling anything you throw at it! Call us today and let us help you get your Ford™, GM™ or Dodge™ "Build" under way!



**FIVE STAR**  
TORQUE CONVERTER

Fits Ford™, Dodge™ & GM™  
Maximum Torque Multiplication  
Optimal Stall Speed  
Mixed Flow Stator  
Balanced Turbine  
Patented Design  
12 Bolt Cover Design



**SCORPION**  
TURBO SYSTEMS

Fits 2011-14 Ford™ 6.7L  
Perfect "Drop-In" Replacement  
Choice of Aurora 3K or 4K Turbo  
Lower EGT's  
Quicker Spool Times  
Increased Horsepower  
5 Year 500,000 Mile Warranty



**DEEP FANS**

For Dodge™, Ford™ & GM™  
Increased Fluid Capacity  
Increases Case Strength  
Lowers Operating Temperatures  
Extends Fluid Life  
1" Magnetic Drain Plug



ATS Diesel Performance sells replacement parts designed to improve a diesel engine's efficiency and reliability. Some states, specifically California, have strict regulations applicable to parts that you may legally use on your diesel truck. Be sure to review applicable municipal, state, and federal rules before you purchase and install an ATS product to make sure you are in compliance.

ATS also designs and manufactures certain parts for off-road and race use only. These parts are not intended for sale in any state, including California, where the items do not comply with local rules.



**ARC FLOW**  
AIR INTAKE

Fits Dodge™ 12/24v, CR  
Increased Horsepower  
Increased Torque  
Smoother Air-Flow  
Pre-Tapped for Gauges  
Easy Installation



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# Particulate **MATTERS**

KJ JONES

[KJones@enthusiastnetwork.com](mailto:KJones@enthusiastnetwork.com)

# “Are You Going to Scheid’s?”

**THIS IS** another Particulate Matters installment that's coming to you from the friendly skies, as I'm writing it while flying back to Southern California from Terre Haute, Indiana, where I just experienced my first Scheid Diesel Extravaganza, a phenomenon better known as "SDX."

For me to say this event preceded itself in a major way is a pretty big understatement. For almost a year,

"Have you ever been to Scheid's?" or "Are you going to Scheid's?" are questions that, as the new editor of *Diesel Power*, I was asked by enthusiasts and folks in the diesel industry at almost every event, meeting, or general first encounter I had. Each time I was asked those questions, all I could think was, *What in the world is this Scheid's thing all about? And, seriously, is it really THAT fantastic?*

Well, as this big bird carries me back from my icebreaking trip to the 2015 Scheid confab, which is held at the Wabash Valley Fairgrounds in Terre Haute, all I can think about the entire deal is how much of a complete and total diesel *experience* it is for anyone who's into trucks, cars, engines, and the oil-burning lifestyle as a whole.

While holding a judged show-'n'-shine, dyno shootouts, sled pulls, and drag races (for cash) at one event isn't anything new, the Extravaganza truly takes the concept to the next level. Yes, it's competitive. There's no doubt about that. However, the event goes far beyond the heat of battle and really seems like more of a Coachella-esque festival for diesel lovers from all over the world (I actually met a guy who made a trip from Australia just to attend SDX).

With everything that takes place throughout the SDX weekend—especially after hours, when the scene's legendary nightlife kicks into gear in the fairgrounds' camping area and at various locations along U.S. Highway 41—the event is really a massive, three-day, multi-ring circus of sorts, with the ringmaster being the man who started the whole thing back in

and sharing details about the trucks and cars you brought to the event, works in progress, and cool project ideas you hope to someday execute. I'm pulling for you to get them done; make sure you let us know that you have finished what I'm sure will be quality rigs. And, I appreciate all of your feedback (likes and dislikes in some instances) about our content. Trust me, it's helpful.

Although it was a challenge, I did my best to cover everything Scheid Diesel Extravaganza has to offer. (OK, I didn't partake in any of the infamous extracurricular shenanigans—but not because I didn't want to. I was just absolutely too worn out at the end of each long day.)

The event definitely lives up to every bit of the hype that veterans give it, and I have to say thanks to Dan and his sidekicks, Debbie Crowder, Big Todd, and the entire crew at Scheid Diesel Service



**The line of diesel trucks, cars, and enthusiasts filing into the Wabash Valley Fairgrounds was nonstop throughout all three days of the 2015 Scheid Diesel Extravaganza. While we were thinking the trip to Terre Haute, Indiana, from SoCal is a long haul, we met attendees from as far away as Canada and Australia!**

1997: Dan Scheid. (The original gathering was actually a Turbodiesel Rally held in Effingham, Illinois. However, due to the tremendous turnout, the rally evolved into the Scheid Diesel Extravaganza and relocated to Terre Haute in 2000).

Man, I had a ball "covering" (again, it was more like "experiencing") my first Diesel Extravaganza, and it certainly won't be my last! *Diesel Power* is definitely all in for being at this one, so count on seeing me or someone else representing the brand there for many years to come.

And, speaking of seeing people, it was a pleasure meeting so many die-hard readers who own some of the most bitchin' diesel rides I've ever seen! Thank you for saying hello

Co., for putting such an awesome event together each year. There's no question, it takes *a lot* to make SDX happen.

I also have to give props to dudes like our freelance contributor, Jason Sands; former *Diesel Power* Challenge competitor, Baenen Woosley; and Ryan Gelinas of ATS Diesel Performance, who have several years of attendance under their collective belt and offered insights about what to see and do that really helped make my first go-round with navigating this huge event a lot easier than it would've been without their knowledge.

If the Scheid Diesel Extravaganza isn't on your bucket list yet, put it there! 

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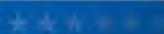
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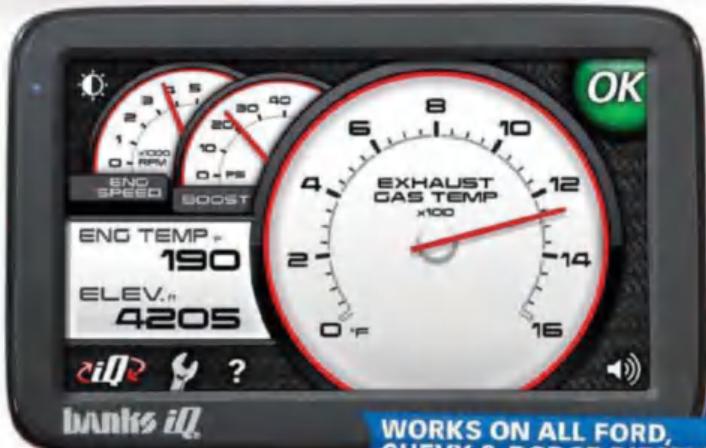
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## Our readers write back...

### CHANGING THE CHALLENGE?



**DIDN'T TAKE** you long in your new role as editor to screw [expletive] up, did it?

Lavon Miller can't come back to defend his title? What is that nonsense? You *can't* be crowned champion without beating the champ. It's the very essence of competition, and now it's a "win twice and you're done" philosophy?

And now, only non-deleted trucks? So, no more 12-valve [Cummins-powered] trucks, if I read your "newer/later-model trucks" statement correctly? I'm sure you guys think DPC is some great event like the Super Bowl, but we've been laughing at it for years. It's a gimmick. But, to limit the trucks (define "newer/later-model trucks" please...what is the model-year limit?) to only newer stuff that is smog compliant is to shoot yourself in the foot.

I mean, the mag has long been a joke, but you totally killed it, my friend. Time to save my \$7 a month. Glad I let my subscription end a couple of years ago.

**Eric B.**  
via email

You're taking the benchmark of performance and trying to turn it into some mild trucks that every diesel bro has? *Hot Rod* magazine's Drag Week tests cars like few other competitions can, and it has a huge following and attendance. You're essentially turning diesel's version of Drag Week into the equivalent of *Motor Trend* testing a new Hennessey truck.

That's like the Baja 1000 having to be emissions compliant, or Top Fuel dragsters needing mufflers. This is a sport, and you're challenging one another to be the best,

which creates innovation. Find the weakest point of something and reengineer it to make it stronger. Lavon Miller has set the benchmark and is now causing people to gear up and try to dethrone him. That's making people try new things and progressing the sport into the future.

You, sir, need to grow a set and realize why the true gearheads in this sport try to get faster and stronger. This is going to cause at least half of the die-hard diesel enthusiasts to not even give one care about this so-called competition. Get real.

**Richard Perris**  
via trucktrend.com

I don't know if you have Facebook, but mine is exploding with negative feedback for Emissions Power Challenge 2016. What are the rules? I have a lot of customers who want to enter their trucks in EPC 2016 but don't know what the rules are. If you can get me a good idea of what it will look like for a competitor, we can start advising correctly for those interested in entering. Thank you.

**Lavon Miller**  
via email

Why can't the emissions components be part of the upgrades? You can have a DPF



with enough flow for 1,000 hp. It's just going to have to be a lot bigger and designed differently. You can run EGR, too, but it's just going to take a lot more engineering. I'm all for this. We will get smarter competitors with this.

Slapping big turbos and injectors on a truck is lazy. This is how it should be done. I would take it a step further and monitor NOx emissions. The competitor with the highest ratio of power to NOx ratio wins.

**Kyle McGraw**  
via trucktrend.com

Why don't you just give out snow cones and ribbons to everyone who enters so they can all be "winners?" And to not invite Lavon Miller back is a bigger slap in the face to the diesel performance crowd. Load gun...aim at your foot...and pull the trigger...repeatedly.

**4x4 Dualie**  
via trucktrend.com

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## Postal Route

a competition of who has the coolest fender flares, and who sports a flat-billed hat and white sunglasses best.

Real enthusiasts care nothing for the crap you would be promoting by making it emissions compliant. Going halfway would result in anyone making more than about 650 hp running hollowed-out exhaust because the emissions components simply will not flow enough to make more power without burning down. The end result would kill interest in the competition. When it all started, it was about who can push their stuff the furthest. There was no limit on who could apply or what could be modified, so long as they had current tags and could pass a safety inspection. Anything less is a discredit to the originators of the event.

If you care so much about the tree huggers, include maximum smoke output as one of the criteria the trucks are judged by.

**Wayne Yates**  
via [trucktrend.com](http://trucktrend.com)

I'm gonna express a rather controversial opinion here. My buddy and I are both competitors in the local bush pulls. Well, actually I've been sidelined lately with a



rather unhealthy torque converter, but that's not important.

We've both been bashed a lot for our opinion that smoke is just wasted fuel. His Chevy is moderately tuned, never blows black, and is a consistent middle-of-the-pack performer. My Dodge barely smokes at all, but it definitely needs some fine tuning to actually be competitive.

I'm all for an emissions-legal DPC. It's too easy to just pump in more fuel, more boost, and more nitrous. I want to see

people doing more with less. Forget the 200-percent-over injectors and monstrous turbochargers. I want to see efficient builds over expensive ones. I know, some people enjoy the all-out performance builds, and they can be fun to watch, but I would wager that almost everyone who follows DPC dreams of competing one day.

I know I do, but the way the playing field has gotten, I would be totally out of my league. You need a street-legal DPC, if for no other reason than to keep the dreams of little guys like me alive.

**53BlockFool**  
via [trucktrend.com](http://trucktrend.com)

For those who may have missed KJ's "Clean Slate" editorial (November '15 issue)—and based on the emails we received from Diesel Power Challenge champion Lavon Miller and (former subscriber) Eric B., as well as the comments about the editorial that were posted on [trucktrend.com](http://trucktrend.com) and throughout various Facebook forums—here is a section of his commentary that appears to have struck a very tender nerve: [»»](#)

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*"I guess the biggest (and possibly most controversial) change to the Diesel Power Challenge—if it's implemented—will be switching our focus to vehicles that are more of the proverbial 'real world.' Examples of this include: never/later-model trucks with diesels that make power while still retaining all of their original emissions equipment and aren't 'deleted,' ECU-bypassed, or loaded with non-CARB-compliant accessories that, while promoting greater performance, do so in a manner that is now frowned upon by many [Ed. note: It's being frowned on most importantly by the EPA, which has even accused manufacturers Audi and Volkswagen of manipulating their clean-diesel-vehicles' ECU programs to produce false emissions readings.]*

*Don't get me wrong, past competitors have certainly been capable of doing everything that's expected of them at DPC, including being somewhat "clean" by not spewing plumes of black exhaust into the atmosphere. However, given today's socioecological climate and even some of our own event-sponsors' concerns about the Challenge showcasing non-smog-compliant vehicles (without DPFs, EGRs, and such) driving on public roads, we're now in a position where some type of adjustment must be made.*

*What will the change be? Honestly, I don't know just yet. And, with equal sincerity, I'd appreciate hearing your constructive thoughts... in favor of or even against (I guess I'll brace myself for that onslaught) amendments to DPC's long-standing overall structure. While I'm certainly a staunch advocate of leaving well enough alone, I recognize there are instances when change really is good. My inaugural Diesel Power Challenge experience showed me there is some tweaking that can be done (to the format, rules, administrative ops, and such). And, while I'm confident some updating will help make our great event even better, my commitment is to make sure those changes are good for everyone involved with DPC."*

*People...readers, Lavon, Richard, and especially folks like Eric B.—who has me somewhat confused about whether he's really with us or not with us (glad he doesn't have a subscription anymore, but he's apparently still reading...and concerned enough about our content and DPC 2016 to drop us a line with his thoughts about "Clean Slate")—I need you all to fall back, take a few deep breaths, and chill out. I even recommend going back and rereading the editorial, as your comments make it clear that you're interpreting everything I said about possible*

*changes to Diesel Power Challenge—especially with regard to the types of vehicles that compete—as new rules that are final.*

*"Changing" the vehicle format altogether and going strictly with fully clean, emissions-compliant trucks is not where we're taking the Challenge. I'll say it again, I'm an advocate of leaving well enough alone, which, at ground level means, I cosign the "if it ain't broke, don't fix it" attitude. Diesel Power Challenge certainly isn't broken. But, there are some things that really do need adjusting.*

*With the "clean" cry coming at our hobby from all sides (especially governmental), I really want to try and somehow work eco-awareness, or, "smog-compliance," if you will, into the DPC format and present the challenge for owners of and shops that work on later-model (year ranges haven't been decided or thought out yet) diesel rides to come up with ways ("innovate," Richard) to maximize the performance of those vehicles. Let's see what happens when the "relative" ease of adding as many as two or three turbochargers, nitrous oxide, and gobs of fuel, and removing any and all restrictive engine components, is not permitted. How can performance be maximized? Is it impossible? I don't think so, and I think it*



MP Series  
FLARE  
24"

will be cool to see those vehicles be pushed to whatever their limits are.

Keep in mind, the Diesel Power Challenge is much more than just a dyno event. Many of you who remarked and voiced concerns via social media appear to be steadfast with your thoughts that emissions-compliant diesels simply cannot make power at all, despite having whatever modifications. "If it's legal, why bother?" What I need you all to keep in mind is that including these rigs in the Challenge—and the more I think about it, probably by way of a separate, independent "DPC Clean" class or category—actually presents a way for parts manufacturers, tuners, and even owners/drivers to bring new ("innovative," Richard) thoughts and hopefully products to the performance-diesel scene. Call it a necessary evil, if you will.

We're now in a time when the hobby and performance industry really can't continue to sit back and ride the glory of "delete" technology for diesel engines. We all know and appreciate the virtues of removing factory-installed, government-mandated restrictors, but at the end of the day, we also know the practice is becoming more prehistoric as each year passes. Remember, there are diesel owners and Diesel Power readers who are competitive, like performance, and would like to be able to participate in something like DPC without going the high-dollar, multiple-thousand-horsepower route. Let's just see what these trucks can do as they are and/or with upgrades that don't make government officials cringe.

Thanks to those of you who sent us messages directly, and also to the many folks who wailed about it on social media. The Diesel Power Challenge sky is **not** falling. Read "Clean Slate" again and understand that we want all diesel-powered rides that you think have what it takes to win (and remember, drivers have to be equally on point) to be entered for a chance to be selected.

How the clean and legal vehicles will be worked in...if they will at all for 2016...will be determined, and of course you'll all be advised. One thing is certain, though. While those trucks would have similar segments of competition, they would probably be going head-to-head with other similarly formatted diesels in their group, not the deleted, mega-horsepower diesels DPC is known for.

Change does have to happen, but we're going to implement change that doesn't detract anything from our event, which as Richard notes, truly is the benchmark competition for diesel performance...I'll amend that with **all** types of diesel performance.

And, with regard to Lavon Miller's run at DPC championships being over, the "rule" limiting the number of times a competitor can win at two has been in place long before I became a member of the Diesel Power team. Again, while Lavon is a worthy and outstanding champion, the originators of the program decided that "two titles" would be the maximum. I understand this is disappointing—especially to Lavon, I'd imagine—but it's something that for now will not be changed.

## MORE OPINIONS

I'd like to see a showdown of purely stock trucks run through the Diesel Power Challenge. I just want to see a comparison of Ford, GM, and Ram. These trucks wouldn't be competing with the participants that readers select for the Challenge, but they



would just be pitted against each other to find out which manufacturer is "blowing the most smoke" in their TV commercials. You could have two Rams. One with the Cummins and one with the new EcoDiesel engine. I hope Ford wins.

**Daryl Kelly**  
via email

I have been an avid reader for more than 8 years. The first three years I bought the magazine off the newsstands, and I've been a subscriber for the last five. The two issues I look forward to all year are the Diesel Power Challenge issues (which are why I became a subscriber, so I wouldn't miss them).

Every time a new editor comes on board, I make note of the changes he feels are necessary (for the magazine and DPC). I'm not one who likes too much change, but the changes to DPC haven't been that bad (adding the trailer obstacle course, making the mpg

ride and drive an event, making the drag race an elimination style race, and so on). The main rule, though, that has never been touched is that the event is "run what you brought." Nitrous, turbos, fuel, whatever competitors want to do to their trucks is accepted—all they have to do is complete all the events.

Changing the rules and only accepting "newer/later-model trucks...retaining all of their original emissions equipment" is a HUGE mistake. You will be ripping the core of the DPC to shreds with this new rule. You need to leave the DPC alone. If you want a competition with choked-down, emissions-equipped trucks, then make one. Don't change the core of DPC. The second change I do not agree with is you not letting the champion return. I, as a loyal reader and subscriber, love watching the champion come back to defend his crown. Having the champion return also gives the other competitors something to shoot for, which makes these trucks better and better every year.

I understand you feel like you need to make changes to show everyone you're the boss and it's your magazine, but if you make these changes to the Diesel Power Challenge, I will have no reason to read the two issues with DPC coverage in them, which also means there would be no reason for me to subscribe to this magazine anymore.

Please, DPC is NOT broken, so don't try to fix it. Find something else to mess with.

**Phillip Faulkner**  
Weatherford, Texas

Bravo on your potential move to a "real-world" DPC 2016! I've had a diesel vehicle in one form or another for most of my driving lifetime (approximately 47 years) and love my diesels!

I've tuned more than a few vehicles over my lifetime and love big power. However, now I find that I have joined the "the-cleaner-the-better" society, as it's the responsible thing to do in this day and age. That, and the fact that I hate paying for fuel going out the exhaust pipes. I truly hope the diesel industry continues to strive for cleaner and more fuel-efficient vehicles in the future. If not by choice or regulations, then by savvy customer demand!

I hope this potential move sees the light of day in 2016. Like it or not, we all must do our part, big or small, in many different forms or our society is doomed to a place where none of us want to live. Thanks.

**John G**  
via email

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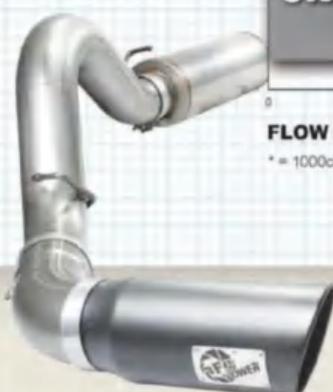
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## SOUTH KOREA: THE DIESEL HOTSPOT



### ACCORDING TO

Yonhap News Agency, data shows that the ratio of diesel-equipped vehicles sold in South Korea in the first half of 2014 reached 50 percent. And 6 of the 10 best-sellers in that same window were diesel models, like Hyundai's Porter truck. The first half of 2014 saw the sales of 82,023 diesels in South Korea.

## WHAT IT IS: WHISPER DIESEL

The Opel Mokka and Insignia in Europe are getting the next-generation diesel—super quiet, super potent, and super torquey. Turns out the 1.6L I-4 due in the second-generation Chevrolet Cruze is called “whisper diesel” for being insanely quiet and seemingly void of vibrations. This may be the engine that once and for all kills the stigma of diesels as noisy polluters, but it won’t go on sale in the U.S. until model year 2017.



PHOTOGRAPH BY GM



## BOSCH AND TOMTOM DOING MAPPING FOR AUTOMATED DRIVING

Bosch and TomTom are teaming up to make the ultimate navigation system—TomTom will design maps and Bosch will do system engineering. Bosch is using TomTom maps in its autonomous test vehicles, and the freeways and similar-type roads in Germany will be digitized for automated driving by the end of this year. The maps for highly automated driving are more accurate and specialized than those used in current passenger-car navigation systems.

**Rumor of the Moment:** Airbus is moving closer to having a 100-seat diesel-electric hybrid airplane?



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## HOW OLD IS YOUR VEHICLE?

What's the average age, combined, of all the light vehicles (passenger cars and light trucks) in the U.S., according to IHS Automotive? It's 11.5 years. Registration for these light vehicles in operation is at a record 257,900,000, up 5.3 million since 2014.

### FIRST FOR U.S.: PRODUCTION OF F-650 AND F-750

The Ford F-650 and F-750 are now rolling off the production line in the United States. That's a first; the trucks had been previously built in Mexico. Home base will be the Ohio Assembly Plant, and part of this move meant the creation of more than 1,000 hourly union jobs. The move also meant an investment of \$168 million, which included new tools and equipment. The Ohio Assembly Plant has been around since 1974 and also builds the E-Series cutaway vans and stripped chassis.



## UBER'S LEASING PROGRAM

There's a new financing program going on at Uber—Xchange Leasing—which is designed to make leasing vehicles easier for Uber drivers in participating cities. This type of program was attempted a few years ago, but its high interest rates and other driver-unfriendly financial features played major roles in its quick demise. This round allows for unlimited mileage and an option to lease a used car, with routine maintenance included. Lessees are also allowed to get out of the deal after 30 days (with two weeks notice and other minimal fees), whereas a regular lease gouges you for ending early. Uber has partnered with Ford, GM, Nissan, and Volkswagen in this effort to help people save money on purchases.

DIESEL BITS DIESEL BITS DIESEL BITS DIESEL BITS

**Go ahead and guess how many requests OnStar has dealt with since it was born about 19 years ago. That would be more than a billion. Diagnostics reports and turn-by-turn navigation were up in the hundreds of millions.**

Insuring a new vehicle? Michigan pays the most, according to number-punching by Insure.com, with Montana nipping at its heels. Idaho, Maine, and Ohio pay a third less than the national average.

According to the U.S. Census Bureau, 2015 marks the 101<sup>st</sup> anniversary of the first American traffic light system. The signals were used in Cleveland, Ohio, and had the words "Stop" and "Move" on the red and green lights!

**"While the proposal put forward by EPA is an improvement over the November 2013 proposal, it would only grow biodiesel volumes to 1.9 billion gallons by 2017, which is just slightly more than the industry's actual production of more than 1.8 billion gallons in 2013. We believe the domestic biodiesel industry is fully capable of additional growth and urge the EPA to revise the volumes in the final rule. Based on the biodiesel industry's projections for future capacity, growth, and demand, we believe increases to at least 2 billion gallons in 2016 and at least 2.3 billion gallons in 2017 would be reasonable and prudent."**

— Excerpt from a letter signed by 36 U.S. senators to the EPA administrator hoping to increase biodiesel volumes in a pending renewable fuel standard proposal from the EPA

### A COLLEGE'S NEW DIESEL TECH PROGRAM

A new diesel technology program is being funded at Ventura County Community College in California. The \$900,000 five-year agreement has Gibbs Truck Centers among companies that are involved with the course. There will be an onsite lab for students at Gibbs Truck Centers, and it is being forecasted that the program will graduate 100 to 150 technicians. Classes start in fall 2016, with the first graduating class due in spring 2018. To learn more, head to vcccd.edu.



### Rumor of the Moment:

A 400hp BMW diesel may be coming?



We have a new sister—the YouTube series *Roadkill* (on the Motor Trend channel) is now also a magazine. Find it on newsstands and check out the website roadkill.com.

**ANALYTICS FIRM NETBASE STUDIED AROUND 24 MILLION SOCIAL MEDIA POSTS AND LEARNED THAT AUDI IS THE HIGHEST-RANKING AUTOMOTIVE BRAND IN THE WORLD AND NABBED THE NUMBER 15 SPOT FOR OVERALL BRAND IN THE TOP 100 BRAND LOVELIST 2015, WHEN IT COMES TO POSITIVE MENTIONS.**

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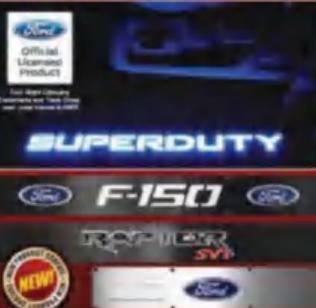
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Before

After

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Before

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## RELAX AND CHILL OUT

With a cooling capacity of up to 40,000 Btu/hour, BD Diesel Performance's Xtruded Stacked transmission cooler is hard to beat for a tow vehicle. Rated at GVWRs in excess of 30,000 pounds, there isn't much the cooler can't handle, and its high-efficiency Micro Extruded bar technology provides even oil cooling for a truck's gearbox, extending oil and transmission life in almost all conditions. Kits are available for  $\frac{5}{16}$ - and  $\frac{3}{8}$ -inch oil lines, and they come with all the needed hoses and fittings for a quick, DIY installation.

**BD Diesel Performance**

(800) 887-5030

[dieselpower.com](http://dieselpower.com)



## .44-GRADE COOL

Now available for the '15 Chevrolet Silverado and GMC Sierra 2500HD/3500HD pickups, ICI's Magnum bumper gives heavy-duty trucks some extra cool thanks to its prunner styling, available lightbar and driving lamp mounts, and tough, cold-rolled steel construction. A matte black powdercoat finish resists corrosion, and shallow, beveled bumpers allow for maximum articulation and ground clearance. Shackle mounts only add to their functionality. With the two new applications, the Magnum bumper is now available for almost every domestic diesel pickup model.

**ICI** (800) 626-8746 • [icionline.com](http://icionline.com)

## GRAB THE ROAD

Wet and dry performance, all-season security, and a long treadlife are the hallmarks of any great highway tire, and the

General Grabber HTS60 ticks all those boxes and more. An evolution of the Grabber HTS, the HTS60 now comes packed with the company's Duragen tire technology, incorporating high-strength steel for durability and long life. Additionally, a variety of tire sizes and load ratings are optimized for everything between the family SUV and the big, heavy work vehicle.



**General Tire**

(800) 847-3349 • [generaltire.com](http://generaltire.com)

## SAFER SPRINTING

We're big fans of the diesel-powered Mercedes-Benz/Freightliner Sprinter van. Its tidy dimensions and massive cargo space are big reasons why. Ranger Design wants to make our dream motorcycle hauler a little safer by adding the C30 steel swing door partition to the design. Mounting behind the front seats (and maintaining their full range of motion), the partition keeps cargo separated from passengers, even in a crash. Available in a DL low-roof or DH high-roof design, the door is perforated for better rearward visibility.

**Ranger Design**

(800) 565-5321

[rangerdesign.com](http://rangerdesign.com)



## SUPER DUTY, CENTER STAGE

With the 2016 model year comes custom parts for those vehicles, and Pro Comp is prepared. Its Stage I and Stage II suspension systems are bolt-on ready for the '16 Ford F-Series Super Duty, offering 6 inches of lift courtesy of front coil springs, rear blocks, an optional add-a-leaf kit, and high-performance shock absorbers. A five-year or 60,000-mile warranty is also included with the lift kits. 



**Pro Comp**

(800) 776-0767 • [procompusa.com](http://procompusa.com)

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Auto Meter's next generation, intelligent Battery Extenders raise the bar for quality and value. Rock solid build quality, fully automated operation and AGM/Gel compatibility make sure your vehicle is ready roll whenever you are.

Starting around \$40!

NEW  
FOR 2016!

BEX-1500



BEX-3000

More people trust Auto Meter when it comes to monitoring their vehicle than any other gauge manufacturer. Auto Meter instrumentation is engineered and built in the USA and held to the highest manufacturing standards in the world. Since 1957, no name has been more synonymous with quality.

**HUGE REBATE SAVINGS** on all Auto Meter products through December 2015.

Visit **AUTOMETER.COM** for more information.



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# SINISTER DIESEL



## SINISTER DIESEL

**Sinister Diesel Cold Air Intake  
for '03-'07 6.0L Ford Powerstroke**

**\$349**



Our intakes are made of mandrel bent aluminum tubing and silicone couplers for maximum air flow and durability. Plus, our intakes are manufactured in-house for the lowest variability tolerances and the highest quality control. Feed your engine the cold air it needs with a Sinister Cold Air Intake.



### Sinister 6.0L & 7.3L Regulated Fuel Kit

This kit upgrades your system with an adjustable regulator, high flow fuel lines, & a 6 micron spin-on style fuel filter that integrates right into your factory fuel lines.

### Sinister 6.0L Powerstroke Hot & Cold Side Intercooler Charge Pipes



**\$349.99**

### Sinister Diesel Edition Stage Two Powermax Turbo

Featuring the BatMoWheel, our turbo increases compressor flow & boost response, has quick turbo spool up, and produces great mid and high end horsepower.



**\$2,099**



### Sinister 58v FICM

**for 6.0 Powerstroke**  
Our FICM improves performance and drivability, gives better horsepower and fuel economy, & the 58V output improves cold weather starting.

**\$699**

### Sinister Steering Box Support for Dodge 2500/3500 '94-'15 4WD



This kit helps eliminate the death wobble & steering play common in Dodge pickups and installs in under 1 hour.

**from \$169**



### Sinister Replacement EGR Coolers

**from \$319**



Tired of your EGR cooler clogging or just want to prevent future headaches? Our EGR cooler looks and fits like your factory model, but we replaced the narrow internal cooling fins with high-flow stainless steel tubing for improved reliability.

### Sinister Fuel Tank Sump Kit

**\$164**



### Sinister Coolant Filtration Systems



Our bypass-style system filters a small amount of the coolant on each pass and removes all solid particles. Install a coolant filtration kit in order to extend the longevity of your cooling system components.

**from  
\$139**

## EXHAUST



**Sinister Diesel**  
Stainless Steel Exhaust Kits  
available for Ford, Chevy, & Dodge

4" - \$465      *Tip Included!*  
5" - \$525



**Sinister AR-15 Exhaust Tip**

Powder coated stainless steel  
dual wall exhaust tip,  
available in 5" & 6"

from \$289



**Sinister Stainless  
Black Ceramic Coated  
Exhaust Tip**

\$54.95



**Sinister Stainless  
Exhaust Tip**

\$44.95



**Sinister Y-Pipes  
for '03-'07  
6.0L Powerstroke**  
from \$499.99



**Sinister  
Ceramic Exhaust  
Headers for '03-'07  
6.0L Powerstroke**  
\$1689.00



**Sinister Raw Up-Pipes  
for '99.5-'03  
7.3L Powerstroke**

*Eliminate the leaky slip  
joint in the cast merge piece  
with our mandrel bent & fully  
TIG welded stainless steel up pipes.*

\$399.99



**aFe  
POWER**  
Atlas Exhaust Kit,  
Turbo-Back Aluminized  
for 03-04 5.9L Cummins

\$395.00



**MBRP 4" Turbo Back Exhaust  
for 03-07 SuperDuty  
6.0L Powerstroke**

\$276.79

**TOLL FREE: 877-662-6644**

# SINISTER DIESEL



## TUNERS



**SCT X4  
Power Flash Tuner<sup>\*\*</sup>**  
\$399



**SCT ITSX/TSX  
Wireless Tuner<sup>\*\*</sup>**  
\$469



**SCT Livewire  
TS Performance Tuner<sup>\*\*</sup>**  
\$599



**PPE Excelerator Tuner<sup>\*\*</sup>**  
\$449



**PPE AutoCal<sup>\*\*</sup>**  
from \$715



**Edge CTS2  
Juice with Attitude<sup>\*\*</sup>**  
\$979



**Bully Dog GT Platinum Diesel<sup>\*\*</sup>**  
\$594.99



**Smarty J06<sup>\*\*</sup>**  
\$495



**EFI Live V2 FlashScan<sup>\*\*</sup>**  
\$899

<sup>\*\*</sup>This product is capable of disabling emissions equipment. If using DPF/EGR removed tuning, this high performance product is intended SOLELY for closed-course racing use and is not street legal in ANY state. This product cannot be used on any vehicles registered or certified for highway use. This Product is NOT for sale or use in the state of California.

Check Us Out On  
The Web: [www.sinisterdiesel.com](http://www.sinisterdiesel.com)

**TOLL FREE:**

**877-662-6644**

**SINISTERDIESEL.COM**

## PACKAGES & SOLUTIONS

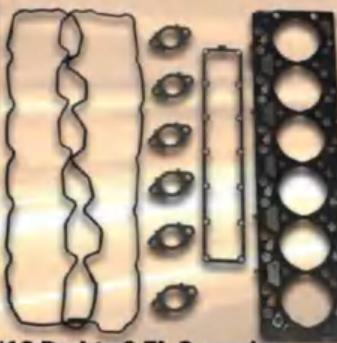


**Complete Solution for '04.5-'05  
Chevy 6.6L LLY Duramax with  
Sinister Replacement EGR Cooler**

**\$1050**



**Complete Solution for '08-'10  
Ford 6.4L Powerstroke with  
Sinister Replacement EGR Coolers \$1379**



**'07.5-'12 Dodge 6.7L Cummins Head Gasket & ARP Head Stud Combo** \$799



**Basic Solution for '03-'07  
Ford 6.0L Powerstroke with  
Sinister Replacement EGR Cooler**

from  
\$665

## POWER PACKAGES



### **Dodge Power Package**

~~\$1,940~~  
**\$1,299**



## **GM/Chevy Power Package**

~~\$1,910~~



**Ford Power Package \$1,213**  
for 2003-07 6.0L Powerstroke \$899



**NEW FOR 2016**  
**MANIFOLD 740B**

SATIN BLACK WITH CUSTOMIZABLE  
SPOKE INSERTS

17" 18" 20"

**NEW FOR 2016**  
**MECHANIC 741MB**

GLOSS BLACK WITH MIRROR  
MACHINED ACCENTS

17" 18" 20"

**NEW FOR 2016**  
**MECHANIC 741BM**

GLOSS BLACK WITH CNC  
MILLED ACCENTS

17" 18" 20"



740MB  
MANIFOLD



739BZ  
ENDURANCE



739B  
ENDURANCE



726M  
BIG BLOCK



726MB  
BIG BLOCK



726C  
BIG BLOCK



737BM  
CHALLENGER



737V  
CHALLENGER



738MB  
SWITCHBACK



725MB  
DOMINATOR



719C  
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719MB  
BACKCOUNTRY



718B  
BLACKJACK



713MB  
DOUBLE PUMP



723C  
NITRO



# Blow-**OFF**

TREVOR REED

[treed@enthusiastnetwork.com](mailto:treed@enthusiastnetwork.com)

## A Ram 1500 Rebel EcoDiesel? Why Not?!



### FOR 2015, RAM Trucks

introduced the Ram 1500 Rebel with a bold, new, off-road-inspired look both inside and out. You won't find a Ram Rebel in our 2016 Diesel Truck and Van Buyer's Guide, though. That's because for 2016, it's still not being offered with the 3.0L EcoDiesel V-6 engine that you can order with most other Ram 1500 models. That doesn't mean the Rebel will never get a 240hp and 420-lb-ft diesel option, but you need to speak up and let the folks at Ram Trucks know if you want to buy one.

So, what's so special about the Rebel? Along with the aggressive love-it-or-hate-it styling, it comes standard with some functional features such as a four-corner adjustable air suspension that raises the truck a full inch higher than the standard Ram 1500 4x4. It also has a high-clearance, powdercoated front bumper that's fitted with a skidplate, tow hooks, and LED foglamps. The Rebel's hood has dual vents to keep the engine cool while off-roading, and the special-edition 17-inch wheels are fitted with 33-inch tires that sit under Power Wagon-style fender flares at all four corners.

While the wild looks are not for everyone, you have to admit the appearance of the Rebel is like no other Ram 1500. It has a blacked-out grille with no traditional "crosshair bars" and large billet "RAM" lettering, blacked-out emblems (including "Rebel" badges), and gigantic "RAM" lettering across the tailgate. The tread pattern of the standard Toyo Open Country A/T tires is embossed into the seating surfaces of the heated, special-edition, red-and-black seats, and the red-and-black theme is used throughout the passenger cabin. If all that sounds good but you'd like the torque and fuel economy a diesel offers, let the folks at Ram know. You can go the old-fashioned route and talk to your local dealer, or take the electronic approach and make your voice heard online through email and social media. Why not?

Trevor Reed



The '16 Ram 1500 Rebel rides an inch higher than a standard four-wheel-drive Ram 1500 and comes with 33-inch tires from the factory, but it's currently only available with gas engines. If you'd like to see a Rebel powered by the 3.0L EcoDiesel V-6 engine with 240 hp and 420 lb-ft of torque, you need to let the folks at Ram Trucks know by telling your local dealer and contacting the company through social media such as Twitter and Facebook.



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SUPER COUPON

7 FT. 4" x 9 FT. 6"  
ALL PURPOSE WEATHER  
RESISTANT TARP

Customer Rating

LOT 69115/69137  
69249/69129/69121

877 shown



SAVE  
57%

\$3.99 comp at  
\$9.38

SUPER COUPON

500 LB. CAPACITY  
ALUMINUM  
CARGO CARRIER

Customer Rating

LOT 92655 shown  
69688/60771



SAVE  
\$100

Handi-Medics

\$79.99 comp at  
\$179.99

SUPER COUPON

1500 WATT DUAL  
TEMPERATURE HEAT GUN  
(57°/112°)

drillmaster

LOT 62546  
96289 shown

Customer Rating



SAVE  
70%

\$8.99  
comp at  
\$29.97

31483717

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SUPER COUPON

PITTSBURGH  
2 TON FOLDABLE  
SHOP CRANE

LOT 60388  
69514 shown

SAVE  
\$120

Includes Ram,  
Hook and Chain

\$179.99  
comp at  
\$299.99

31474665

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SUPER COUPON

SNATCH BLOCK  
BADLAND

LOT 62435/61673 shown

SAVE  
51%

Customer Rating



\$19.99  
comp at  
\$40.99

31442984

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## SUPER COUPON

# 20% OFF

ANY  
SINGLE  
ITEM

Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. \*Cannot be used with other discount, coupon or any of the following items or brands: Inside Track Club membership, extended warranties, power tools, power equipment, lawn and garden items, power tools, power equipment, floor jacks, saw mills, storage cabinets, tools or carts, framers, welders, Admiral, CoverPro, Daytona, Diablo, Franklin, Hercules, Hot, Jupiter, Predator, Stik-Tek, StormCat, Union, Vanguard, Viking. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 3/13/16. Limit one coupon per customer per day.

31451873

## WOW SUPER COUPON

44", 13 DRAWER  
INDUSTRIAL QUALITY  
ROLLER CABINET

US GENERAL

Customer Rating

LOT 62744/68784 shown  
69387/62270

SAVE  
\$660

• Weighs  
245 lbs.

\$369.99  
comp at \$1029.99

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## SUPER COUPON

13 PIECE 1/2" DRIVE  
DEEP WALL IMPACT  
SOCKET SETS

PITTSBURGH

TYPE LOT COMP AT

SAE

67903/69280 \$46.97

METRIC

69333/69560 \$49.99

LOT 69332/69561 shown

YOUR CHOICE

\$19.99  
comp at \$49.99

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## SUPER COUPON

12 TON HYDRAULIC  
PIPE BENDER

Central Hydraulics

Customer Rating

LOT 62539/32883 shown

SAVE  
\$90

\$89.99  
comp at \$179.99

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1/2" INDUSTRIAL QUALITY  
SUPER HIGH TORQUE  
IMPACT WRENCH

Customer Rating

LOT 62627  
68424 shown

SAVE  
\$170

\$79.99  
comp at \$249.99

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## SUPER COUPON

POWDER-FREE  
NITRILE GLOVES  
PACK OF 100

HARDY

SIZE LOT

MED 68496/61363

LG 68497/61360

X-LG 68498/61359

Customer Rating

• 5 mil.  
thickness

YOUR CHOICE  
\$6  
\$7.99

Item 68498 shown  
comp at \$14.97

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## SUPER COUPON

4-1/2" ANGLE GRINDER

drillmaster

LOT 95578/69645/60625 shown

SAVE  
59%

\$11.99  
comp at \$29.97

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## SUPER COUPON

12" SLIDING COMPOUND  
DOUBLE-BEVEL MITER SAW  
WITH LASER GUIDE

CHICAGO ELECTRIC  
POWER TOOLS

CENTECH

LOT 62120/60694 shown

Customer Rating

SAVE  
\$260

\$89.99  
comp at \$349.99

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## SUPER COUPON

OFF-ROAD LONG-RANGE  
TRUCK LIGHT SYSTEM

ROADSHOCK

LOT 3029

For off-road  
use only.

SAVE  
40%

\$24.99  
comp at \$41.99

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# Torque

# Mercury Marine 4.2L 370 TDI

577 LB-FT OF TORQUE FROM  
A TWIN-TURBO V-8 DIESEL  
ENGINE FOR THE WATER



**MERCURY MARINE'S** 4.2L 370 TDI diesel engine is packed with technology, including twin variable-geometry turbochargers that help it produce 370 hp and 577 lb-ft of torque. The 90-degree V-8 is sourced from Volkswagen (hence the "TDI" in the model name), has heads made of aluminum, and uses a block made from compacted graphite iron that helps keep the dry weight to just 836 pounds. Fueling is accomplished using a Bosch high-pressure common-rail system with Piezo-actuated injectors with built-in pressure sensors.

Turbocharged air is fed through an air-to-water intercooler that uses seawater/freshwater in the heat exchanger; "raw water" is also used to cool the exhaust risers. Other than that, the engine is kept completely separate from the potentially corrosive effects of external water sources through its use of "closed-cooled" systems for the engine, oil, exhaust manifolds, and turbochargers. The twin-propeller MerCruiser SeaCore Bravo Three XR Diesel propulsion drive shown here weighs 240 pounds, and Mercury says it features best-in-class shifting along with dual counter-rotating propellers that provide more "bite" and better steering agility than a single-prop setup. 



## SPECIFICATIONS

» **MERCURY MARINE 4.2L 370 TDI**

» **DISPLACEMENT:** 4.2L (252ci)

» **LAYOUT:** V-8 90-degree

» **HEAD MATERIAL:** Aluminum

» **BLOCK MATERIAL:** Compacted graphite iron

» **BORE x STROKE:** 3.27x3.74 inches

» **COMPRESSION RATIO:** 16.4:1

» **POWER:** 370 hp

» **TORQUE:** 577 lb-ft at 2,750 rpm

» **INDUCTION:** Twin variable-geometry  
turbochargers

» **AFTERCooling:** Air-to-water intercooler

» **FUELING:** High-pressure common-rail  
with Piezo-actuated injectors  
and pressure sensors

» **EXHAUST:** Closed-cooled manifolds,  
closed-cooled turbochargers, and  
water-cooled risers

» **NOISE LEVEL:** 70 dB

» **EMISSIONS:** EPA Tier 3, RCD 2, IMO 2,  
and BSO 2

» **WEIGHT:** 836 pounds

» **LENGTH:** 3 feet, 11.5 inches

» **WIDTH:** 2 feet, 9 inches

» **HEIGHT:** 2 feet, 9 inches

» **PROPULSION DRIVE UNIT:** MerCruiser  
SeaCore Bravo Three XR Diesel

» **DRIVE TYPE:** Sterndrive with dual  
counter-rotating stainless  
steel propellers

» **GEAR RATIO:** 1.65:1/1.81:1

» **PROPULSION SYSTEM WEIGHT:**  
240 pounds

## @ THE SOURCE

**Mercury Marine**

(920) 929-5040 • [mercurymarine.com](http://mercurymarine.com)



The Mercury Marine 4.2L 370 TDI is a diesel V-8 engine with twin variable-geometry turbochargers that makes 370 hp and 577 lb-ft of torque. It's shown here fitted with a MerCruiser SeaCore Bravo Three XR Diesel propulsion drive that uses dual counter-rotating, stainless steel propellers.



# YOUR ONE-STOP-SHOP FOR POWER & PERFORMANCE

SPEAK WITH A DIESEL EXPERT **1-888-DIESEL-4**

## FLEX-A-LITE COOLING FANS

Flex-a-lite electric cooling fans will provide you with a bolt-on performance cooling upgrade for your pickup. By replacing your stock clutch fan assembly with a dual electric fan system, you can increase your fuel economy and recover lost horsepower!

### FEATURES:

- Recover lost horsepower & torque
- Boost fuel economy
- Direct belt-on design
- Faster engine warm-up
- Removes stock clutch fan assembly



FROM  
**\$599.95**



## ARP HEAD STUD KITS

### BENEFITS:

- Rated at 220,000 psi tensile strength
- Threads rolled after heat treat
- Chrome-moly steel 12-point nuts
- Black oxide finished for extra durability
- Ford, Dodge and GM applications



FROM  
**\$473.98**



## BULLY DOG TRIPLE DOG GT DIESEL DOWNLOADER



**BULLY DOG**

ON SALE NOW!



- Maximum Flow
- Lower Exhaust Gas Temperatures
- Utilizes OEM Hangers
- Increased Horsepower and Torque
- Easy Bolt-on Kits, "Everything you need"
- Aluminized - 3 Year Warranty
- T304 & T409 - Lifetime Warranty

### MBRP SERIES LINEUP



**XP**  
SERIES

**TD**  
Standard



ANTHONY REAMS - XDP DRAG TRUCK

## MBRP 6.7L FORD XP SERIES FILTER-BACK EXHAUST

The MBRP 56246409 4" Dual Outlet XP Series Filter-Back Exhaust for your 2011-2014 Ford 6.7L Powerstroke is the performance exhaust of choice for the enthusiast who needs a system that can take anything that the road throws at it. This system's rugged sixteen gauge T409 construction can be counted on to withstand everything from salt to rocks, tar to grime. We have had such success with this line that we back it with a Lifetime Warranty.

ONLY  
**\$504.99**



ONLY  
**\$504.99**



- 4" T409 Stainless Steel
- Installs with common hand tools
- Includes two polished 5" Exhaust Tips
- Lifetime Warranty

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OFFICIAL PARTS  
SUPPLIER OF THE



SOURCE CODE  
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Valid now - 12/31/16 Restrictions apply.  
See our company policy for exclusions. **DIESEL5**



## TITAN SIDEKICK 15 GALLON COMPACT TRANSFER TANK

**\$462.65** PART NO. TFT5040015

- 15 gallon capacity
- Compatible with Diesel Exhaust Fluid (DEF)
- Mounts over wheel hump
- Military grade, cross-linked polyethylene

APPLICATION: UNIVERSAL - FITS MOST TRUCK BEDS



## XDP ONE HOLE FUEL TANK SUMP

**\$149.95** PART NO. XD182

- Built-in Drain Plug
- No Tank Drop Installation
- Large opening for unrestricted fuel flow
- Made from Aircraft Grade T6 Billet Aluminum

APPLICATION: UNIVERSAL - FITS MOST STOCK & AFTERMARKET FUEL TANKS



## aFe DFS780 FUEL SYSTEM FULL-TIME OPERATION

**\$845.00** PART NO. AFE42-12031

- Bypasses OE Fuel Pump (Full-time Operation)
- Marine Grade Motor
- Clear High Impact Polycarbonate Sight Glass
- Built in the U.S.A. with a Worry Free 2-Year Warranty

APPLICATION: 05-10 5.9L/6.7L CUMMINS



## VALAIR HEAVY DUTY CLUTCH

**\$367.01** PART NO. VLNMU70279-01

- 13.00" x 1.375" Stock Organic Replacement
- Premium Brass Woven Organic Facings
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APPLICATION: 01-05 DODGE 5.9L CUMMINS 6-SPEED



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APPLICATION: 94-13 DODGE 2500/3500 4WD



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APPLICATION: 01-10 GM 6.6L DURAMAX LB7/LLY/LBZ/LMM



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## DIESEL POWER WAGON



» **YEAR/MAKE/MODEL:** '00 Dodge Ram 2500  
» **OWNER:** John Richey   » **HOMETOWN:** Jeffersonville, Indiana  
» **ENGINE:** 5.9L Cummins I-6   » **TRANSMISSION:** NV4500 five-speed manual  
» **ODOMETER:** 271,000 miles   » **FUEL ECONOMY:** 17 mpg  
» **MODIFICATIONS:** Mads Smarty S-03 programmer, Airaid MXP intake, BD Diesel Performance X-Flow Power intake elbow, 4-inch exhaust, Carli Suspension lift kit, CPP traction bars, BD Diesel Performance

track bar and steering stabilizer bar, South Bend dual-disc clutch, Vair compressed air system, Ranch Hand bumper and headache rack, 315/75R16 Goodyear Wrangler Duratrac tires, and American Eagle Alloy Series 186 wheels

» **OWNER SAYS:** "I've always had a fascination with the old Dodge Power Wagons. I wanted something more refined than the '40s style, yet cheaper and less refined than the new ones. Solution: build my own version."

## PARTNER IN CRIME

» **YEAR/MAKE/MODEL:** '02 Ford F-350  
» **OWNER:** Shayne Albarado   » **HOMETOWN:** Sabinal, Texas  
» **ENGINE:** 7.3L Power Stroke V-8  
» **TRANSMISSION:** 4R100 four-speed automatic  
» **ODOMETER:** 181,000 miles  
» **FUEL ECONOMY:** 13 to 15 mpg  
» **MODIFICATIONS:** TS Performance six-position chip, S&B cold-air intake, custom exhaust, 8-inch axle dump, 6-inch suspension lift, 50-inch LED lightbar, owner-made front and rear bumpers, '05 Ford Super Duty front-clip swap, '08 Ford Super Duty rear end and mirrors, 20x12 Moto Metal 962 wheels, and 37-inch Nitto Terra Grappler tires  
» **OWNER SAYS:** "This is my first diesel, and I think of it as my partner in crime. She's helped me get a lot of jobs done, and we've turned a lot of heads while doing it. I love the 7.3L engine, and it's still got plenty of miles to go. Future mods will be a fuel-rail crossover, train horns, '10-and-up Ford Super Duty door panels and seats, and a Wicked Wheel2 turbocharger upgrade."



### We want to put your truck in Diesel Power magazine,

but we need your help. Please send us a high-resolution photo (the original photo file from your camera or phone) and all the information you see listed in Readers' Diesels—plus anything else you'd like to tell us about your project. Send everything to [dieselpowerrides@enthusiastnetwork.com](mailto:dieselpowerrides@enthusiastnetwork.com), and you may make the cut. We can't respond to all the emails we receive, but we read every single one.



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# DEBOSS



» **YEAR/MAKE/MODEL:** '04 Chevrolet Tahoe  
» **OWNER:** Rich Bosch  
» **HOMETOWN:** Dunnville, Ontario, Canada  
» **ENGINE:** 3.9L Cummins 4BTA I-4  
» **TRANSMISSION:** 4L60E four-speed automatic  
» **ODOMETER:** 243,350 kilometers (151,211 miles)  
» **FUEL ECONOMY:** 28 mpg  
» **MODIFICATIONS:** 3.9L Cummins 4BTA engine swap; Holset HX30 turbocharger; large air-to-air intercooler; EFILive programmer; new brakes, brake lines, cooler lines, and wiring

for the engine; Baumann Electronic Controls stand-alone shift controller; Diesel Conversion Specialists transmission adapter and flywheel; larger transmission cooler; front clip swap from a Chevrolet Silverado 2500HD; dual headrest-mounted TV screens; three gauges mounted in the A-pillar; blue dash lights; smoked fender flares, mirror caps, step bars, and grille; and LT285/65R16 BFGoodrich tires  
» **OWNER SAYS:** "This diesel-powered Tahoe is my daily driver and was built on a budget. I

bought the truck for \$1,600 with a blown 5.3L V-8 gas engine. Then I bought two Cummins 4BTs with transmissions, sold both transmissions, and sold one 4BT to cover the cost of building up the other 4BT. I spent about 120 hours including conversion and bodywork getting this old girl to better-than-new condition. All the gauges work as original along with all options except cruise control (I'm working on it). The total cost of the build is a little less than \$7,500, but it turns heads everywhere!"

# MEGA DIESEL

» **YEAR/MAKE/MODEL:** '06 Dodge Ram 3500 Mega Cab  
» **OWNER:** John Michael Jennings  
» **HOMETOWN:** Snead, Alabama  
» **ENGINE:** 5.9L Cummins I-6  
» **TRANSMISSION:** 48RE four-speed automatic  
» **ODOMETER:** 194,450 miles  
» **FUEL ECONOMY:** 18.6 mpg city and 19.4 mpg highway  
» **MODIFICATIONS:** EFILive programmer with tuning by Kory Willis, BD Diesel Performance Super B turbocharger and Stage 4 transmission, ARP head studs, 125hp injectors, Ranch Hand Legend Series front bumper, and 5-inch exhaust  
» **OWNER SAYS:** "Ain't nothin' better than a Mega Cab with a Cummins. The end." 



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# 2016

Words by **TREVOR REED** + Photos **COURTESY OF THE MANUFACTURERS**



**THIS IS A** great time for fans of diesel-powered trucks and vans to start shopping for a brand-new vehicle. There are more choices than ever for model year 2016, including the only midsize diesel pickups for sale in the U.S. and the introduction of an all-new  $\frac{1}{2}$ -ton/HD tweener with a 5.0L Cummins V-8 under the hood. Fans of oil-burning vans should also be happy to know there are plenty of offerings from five different manufacturers. Here's a rundown of diesel trucks and vans for the coming year.

# DIESEL TRUCK & VAN BUYER'S GUIDE

ARM YOURSELF WITH INFORMATION BEFORE  
HEADING TO THE DEALERSHIP



A 6.7L Power Stroke V-8 engine with 440 hp and 860 lb-ft of torque powers the '16 Ford F-450. This allows the truck to have a maximum fifth-wheel towing capacity of 31,200 pounds.



Whether you buy an F-250, F-350, or F-450 with the 6.7L Power Stroke diesel, the power and torque ratings are the same, and the strong TorqShift 6R140 six-speed automatic transmission is employed.

# Ford Super Duty F-250/F-350/F-450

**THE SECOND-GENERATION** 6.7L Power Stroke V-8 in the '16 Ford Super Duty continues to offer the most horsepower of any diesel-powered passenger vehicle. In addition to 440 hp under the hood, 860 lb-ft of torque is fed through a six-speed 6R140 TorqShift automatic transmission. The maximum fifth-wheel towing capacity continues to be 31,200 pounds for the F-450 and 26,500 pounds for F-350 (when the high-capacity towing package is ordered). With the introduction of an all-new design for model year 2017, there are not many changes for the '16 Super Duty.

New features include a rearview camera kit that's available for trucks ordered without a bed; an optional, factory-installed, four-corner LED strobe lighting system for fleet vehicles; a standard rapid-heat supplemental cab heater for cold-weather states; Shadow Black paint to replace Tuxedo Black; and Race Red paint to replace Vermillion Red.



The second generation of Ford's V-8 diesel engine uses a single variable-geometry turbocharger (instead of the dual-compressor turbo found in the first gen) that sends the intake charge through an air-to water intercooler.



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PRI BOOTH 2604



# Ford Transit

**FORD SAYS THE** Transit became the best-selling van in the U.S. after just six months on sale, and 100,000 units were moved by the end of model year 2015. For 2016, the Transit continues to offer a 3.2L Power Stroke I-5 diesel engine that puts out 185 hp and 350 lb-ft of torque. This provides the van with a maximum GVWR of 10,360 pounds, a



For model year 2016, the Ford Transit is now available with dual sliding doors on medium- and high-roof models. The interior can be ordered with LED lighting and the Ford Telematics Powered by Telogis system that allows fleet managers to track where vehicles are located, monitor service needs, and receive maintenance alerts.

Ford says the Transit quickly became the best-selling van in the U.S. after it went on sale last year and moved an impressive 100,000 units.

payload of up to 4,300 pounds, and a maximum trailer capacity of 7,500 pounds. New dual sliding doors are now available on medium- and high-roof cargo van models, which increases the number of possible configurations to 58 from the 48 offered last year, while providing a lot more versatility. A rearview camera with Tow Hitch Assist is now standard on all models along with a front dome light and map lights that fade to off with "theater dimming." The Sync 3 communications and entertainment system is now optional and offers faster performance, better graphics, better voice recognition, and a smartphone-like touchscreen. New colors for 2016 are Shadow Black, Magnetic, Race Red, and Caribou.

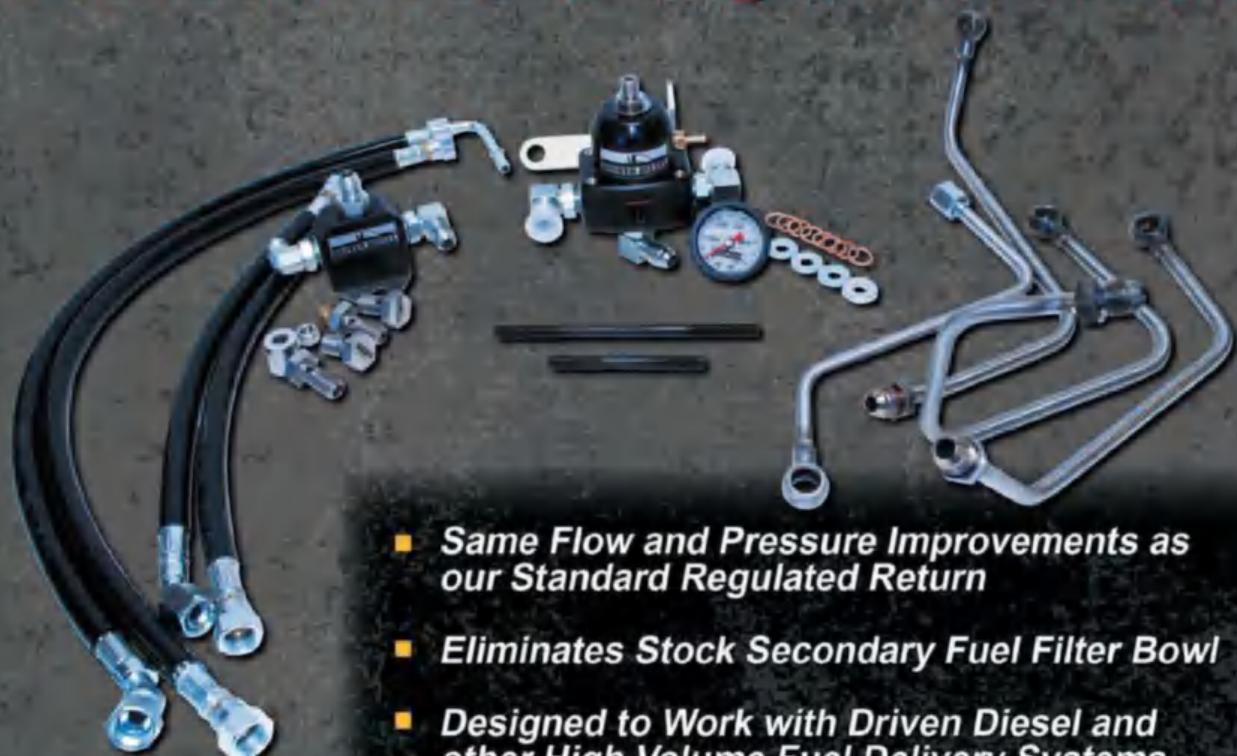


The 3.2L Power Stroke I-5 engine in the Ford Transit puts out 185 hp and 250 lb-ft of torque, which give the van a maximum GVWR of 10,360 pounds, a payload capacity of up to 4,300 pounds, and a maximum trailer weight of 7,500 pounds.

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# General Motors



Fans of midsize trucks can now buy the Chevrolet Colorado or GMC Canyon with a diesel engine.



## Colorado and Canyon

**THE HIGHLY** anticipated diesel-powered versions of the Chevrolet Colorado and GMC Canyon arrive for model year 2016. Along with all the features found in the gasoline versions, the midsize pickups now receive motivation from the 2.8L Duramax LWN, an I-4 diesel engine that produces 181 hp and 369 lb-ft of torque. GM says it's the cleanest diesel engine the company has ever produced, and it's hooked to a 6L50 six-speed automatic transmission that's fitted with a centrifugal pendulum vibration absorber in the torque converter to minimize noise and vibrations. An exhaust brake, trailer brake controller, and a 3.42:1 axle ratio are standard, and with the diesel engine, the maximum trailer capacity is 7,700 pounds for two-wheel-drive models and 7,600 pounds for four-wheel-drive pickups.

The 2.8L Duramax LWN I-4 powerplant creates 181 hp and 369 lb-ft of torque and comes with the 6L50 six-speed automatic transmission. This combination gives the midsize pickups a maximum trailer rating of 7,700 pounds.

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# General Motors



Chevrolet Silverado 2500HD High Country

## Silverado and Sierra 2500HD/3500HD

**WITH ONE YEAR** left before the all-new models are expected to debut, the  $\frac{3}{4}$ - and 1-ton '16 Chevrolet and GMC pickups continue to be powered by the 6.6L Duramax LML. The V-8 engine is rated at 397 hp and 765 lb-ft of torque and is backed by the revered Allison 1000 six-speed automatic transmission.



**“The V-8 engine is rated at 397 hp and 765 lb-ft of torque and is backed by the revered Allison 1000 six-speed automatic transmission.”**

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# General Motors



The exterior of the '16 Chevrolet Silverado/GMC Sierra 2500HD/3500HD trucks will remain virtually the same as last year, except all models will get projector beam headlamps and LED lights similar to those seen here on the Chevy High Country and the GMC All-Terrain editions. All-new available features include wireless phone charging, a remote locking tailgate, and Active Steering Assist.

GM is now using SAE J2807 towing standards, giving the 3500HD a maximum fifth-wheel towing capacity of 23,200 pounds and a high maximum ball hitch rating of 20,000 pounds. All models now get projector-beam headlamps and LED lighting as standard equipment, and there is a long list of available equipment. New options include wireless phone charging, Active Steering Assist, a remote locking tailgate, a gooseneck/fifth-wheel trailer preparation package, new paint colors, and an infotainment system with a faster processor, Apple CarPlay, Android Auto, and either a 7- or 8-inch touchscreen.



The 6.6L Duramax LML V-8 used in the 1/2- and 1-ton General Motors trucks is rated at 397 hp and 765 lb-ft of torque and comes with the popular Allison 1000 six-speed automatic transmission. Now using SAE J2807-compliant testing, GM says the 3500HD trucks are capable of towing up to 23,200 pounds with a fifth-wheel hitch and 20,000 pounds using a conventional ball hitch.



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# General Motors



## Express and Savana

**THE BODY-ON-FRAME** GM vans continue to soldier on with power from the 6.6L Duramax LGH engine. It's tuned to make 260 hp and 525 lb-ft of torque for a maximum payload of 4,120 pounds, a GVWR of up to 9,900 pounds, and maximum tow rating of 10,000 pounds. For model year 2016, head and side airbags are now standard along with six D-ring tie-downs, and an AM/FM radio with an auxiliary input port. New options include a navigation system, OnStar with 4G LTE connectivity, a Wi-Fi hotspot, single-pane side mirrors, a 220-amp generator, and a dual isolated battery system.



The '16 Chevy Express and the '16 GMC Savana (shown here) are powered by the 6.6L Duramax LGH V-8 engine that makes 260 hp and 525 lb-ft of torque that's sent through the 6L90 six-speed automatic transmission. This combination is good for a GVWR of up to 9,900 pounds and a maximum trailer weight rating of 10,000 pounds.



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# Mercedes-Benz/ Freightliner

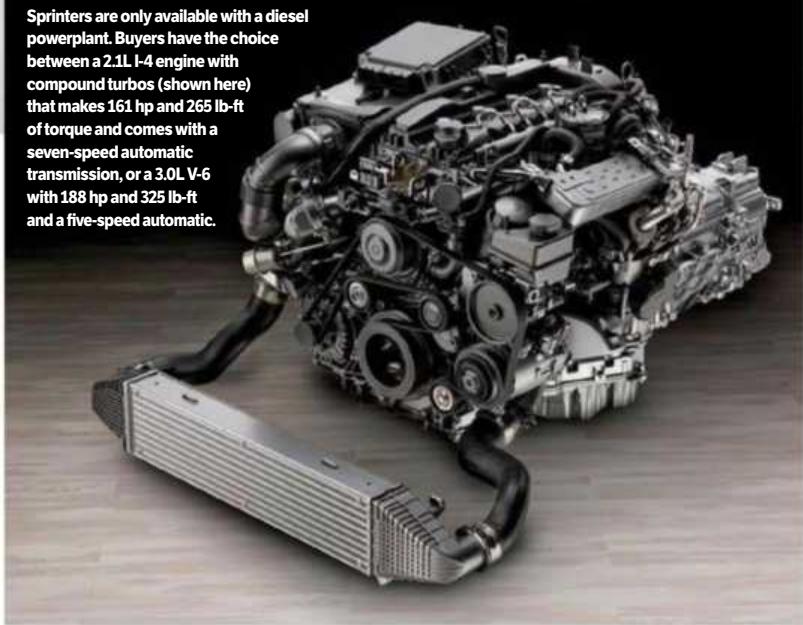


Mercedes-Benz and Freightliner both sell the Sprinter van, and for 2016 they now come with both side-impact and curtain airbags as standard equipment. The lifted Sprinter 4x4 models introduced last year can now be ordered with Downhill Speed Regulation.

## Sprinter

**BOTH MERCEDES-BENZ** and Freightliner continue to sell the Sprinter van for model year 2016. Buyers have the choice of a compound-turbocharged 2.1L I-4 engine, which makes 161 hp and 265 lb-ft of torque, or a 3.0L V-6 tuned to make 188 hp and 325 lb-ft. Side and head airbags are now standard, along with a locking glovebox, and a smaller 24.5-gallon fuel tank, and the Suspension Seating option has been deleted. Fleet vans now have a 65-mpg speed limiter and trailer hitch wiring setup available, and Sprinter 4x4 models can be ordered with a Downhill Speed Regulation system.

Sprinters are only available with a diesel powerplant. Buyers have the choice between a 2.1L I-4 engine with compound turbos (shown here) that makes 161 hp and 265 lb-ft of torque and comes with a seven-speed automatic transmission, or a 3.0L V-6 with 188 hp and 325 lb-ft and a five-speed automatic.





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# Nissan



The all-new '16 Nissan Titan XD will go on sale at the end of 2015 and features a 5.0L Cummins V-8 diesel engine, an Aisin six-speed automatic transmission, and a rear axle by AAM. Nissan says the truck "combines the capability of a heavy-hauler with the driveability and affordability of a light-duty pickup."

## Titan XD

**WE FIRST REPORTED** about the development of a Cummins V-8 diesel consumer engine back in 2006, and now one has finally found a home in the all-new segment-busting '16 Nissan Titan XD. The pickup is powered by a compound-turbocharged 5.0L Cummins V-8 designed to make 310 hp and 555 lb-ft of torque that's backed by a heavy-duty Aisin six-speed automatic transmission. While the official ratings have not yet been released, Nissan says the truck will have a payload capacity of at least 2,000 pounds, and it will be capable of towing more than 12,000 pounds. There is a gooseneck hitch mount integrated into a crossmember of the fully boxed and reinforced ladder frame that's based on the commercial version used in the Nissan NV vans (which could possibly be Cummins-powered in the future). Other available towing aids include a trailer brake controller, Trailer Sway Control, Tow/Haul mode with Downhill Speed Control, and a Trailer Light Check system that allows the driver to confirm all brake lights, turn signals, and running/clearance lamps are working from the comfort of the cabin. There's not enough room here to list all the available features for the Titan XD, but we will have a full rundown of the all-new truck in an upcoming issue of *Diesel Power*. Some of the items we already know about include the Around View Monitor (which provides a bird's-eye view of the truck using front, rear, and side cameras), Moving Object Detection with warnings for impending collisions, LED lighting for the bed and tailgate, the Utili-track tie-down system, an in-bed 120-volt plug, a bedside storage system in the fender panels, and dual lockable in-bed storage boxes. The '16 Nissan Titan XD is scheduled to go on sale in late 2015.



The '16 Titan XD's 5.0L Cummins V-8 makes 310 hp and 555 lb-ft of torque with the help of a Holset M2 compound-turbocharger setup with an electronically controlled wastegate.



The interior of the Titan XD Platinum Reserve has everything you've come to expect in a luxury-edition pickup, along with some unique features not yet found in any other diesel truck. There's an available Around View Monitor camera system that gives a bird's-eye view of the surroundings, Moving Object Detection with audible warnings of impending collisions, and a Trailer Light Check system.

# DON'T WAIT UNTIL IT'S TOO LATE



PICTURE: Blown factory 6.0L Powerstroke hot-side intercooler boot degraded by age, fuel exposure, and high temperatures.

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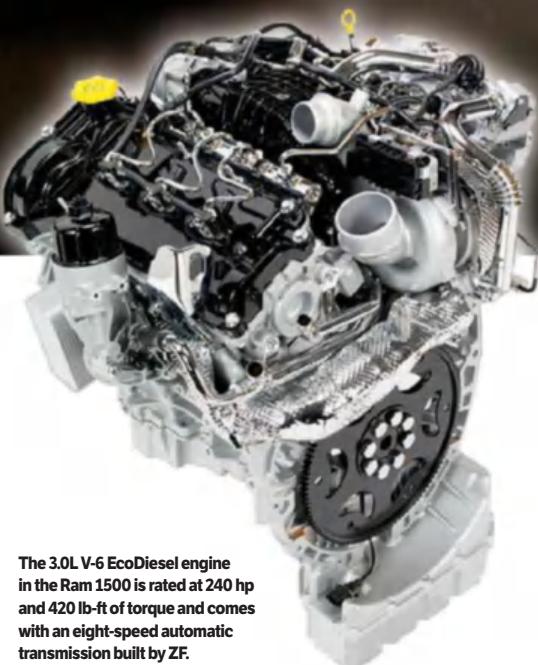
# Ram



The '16 Ram 1500 EcoDiesel has stronger doorsills, reinforced A-pillars, and tire blockers integrated with the framerails for better crash performance. The Limited edition that was introduced late in model year 2015 includes a dramatic new look with a billet grille, large "RAM" lettering on the tailgate, dual exhaust tips, and a blacked-out interior. The Limited also comes standard with Ram's active, adjustable-height, four-corner air suspension system, which is the only one for sale on pickups in the U.S.

## Ram 1500 EcoDiesel

**SINCE DEBUTING** for 2014, the Ram 1500 EcoDiesel has been a hit with customers thanks to its 3.0L V-6 diesel engine that sends 240 hp and 420 lb-ft of torque through an eight-speed automatic transmission. The pickup continues to offer great efficiency, including the best  $\frac{1}{2}$ -ton fuel economy around with a rating of 29 mpg highway for the HFE models. To help performance in new IIHS small overlap front crash testing, the frame and body of all '16 Ram 1500 EcoDiesel models have been strengthened. Modifications include tire blockers integrated into the framerails to reduce intrusion into the cabin, along with reinforced A-pillars and doorsills to improve the structural integrity of the cabin. The interior has also been updated with a new phone-friendly center console layout, and Bluetooth connectivity is now available on base model audio systems for hands-free driving.



The 3.0L V-6 EcoDiesel engine in the Ram 1500 is rated at 240 hp and 420 lb-ft of torque and comes with an eight-speed automatic transmission built by ZF.

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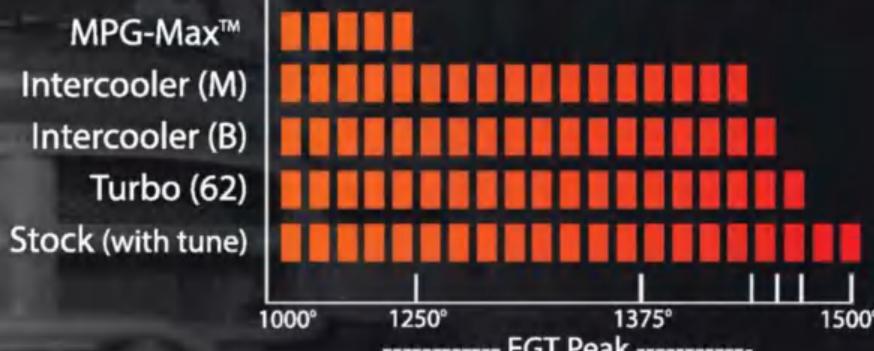
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The luxury-edition Limited trim was introduced very late in model year 2015 and continues to feature a dramatic billet ported grille with large "RAM" lettering (and no traditional crosshair design), along with even bigger letters on the tailgate. The high-end model also has standard active air suspension, all-black premium leather material on the seats and doors, wood trim, double-duty floor mats with



The '16 Ram 1500 EcoDiesel HFE editions have the highest highway fuel economy rating of any 1/2-ton trucks at 29 mpg.

# Ram

removable Berber carpet inserts over rubber slush mats, A-pillar upholstery and a headliner that are completely black, and special wheels. New paint colors offered for 2016 are Red Pearl, Luxury Brown, and Pearl White.

## Ram 2500/3500



The '16 Ram 2500 is the only 3/4-ton truck that comes with a coil-sprung rear suspension, and there's an available load-leveling rear air suspension system that replaces the springs with airbags. The 3500 pickups can also be ordered with supplemental rear air springs, making Ram the only brand that offers these features straight from the factory.

**THE BIG NEWS** for '16 Ram HD trucks is the massive 900-lb-ft-of-torque rating for the 3500 (the highest ever of any mass-produced passenger vehicle). This output is available when the pickup is equipped with the 6.7L Cummins engine and heavy-duty Aisin AS69RC six-speed automatic transmission. This combo gives Ram trucks the highest SAE J2807-compliant fifth-wheel tow



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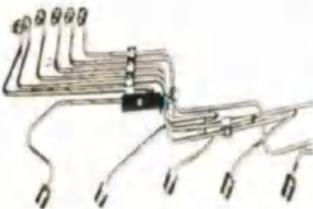
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# Ram



When ordered with the Aisin AS69RC transmission, the '16 Ram 3500 comes with a 6.7L Cummins I-6 engine that makes 370 hp and a massive 900 lb-ft of torque. This powertrain includes a new larger rear ring gear inside a larger differential housing and is capable of towing up to 31,210 pounds using SAE J2807 test standards.

rating of any 1-ton truck at 31,210 pounds and comes with a larger rear ring gear and housing, plus a finned aluminum differential cover. Trucks ordered with the 68RFE automatic continue to be rated at 370 hp and 800 lb-ft, and there is 350 hp and 660 lb-ft on tap for trucks with the class-exclusive G56 six-speed—the lone manual transmission available in any  $\frac{3}{4}$ - or 1-ton truck sold in the U.S. The 2500 continues to be the only  $\frac{3}{4}$ -ton truck sold with a coil-sprung rear suspension, and Ram remains the only manufacturer to offer factory air suspension options. Standard features added for 2016 include a new center console design and Bluetooth connectivity for all radios. All-new available features

include a front parking-sensor system, lights mounted in the cargo bed, and a switchable camera display for the 8.4-inch Uconnect setup that allows you to use the touchscreen to flip between the cargo box camera and the backup camera, along with lots of other new functions. The new Limited edition now has a bold billet grille, tailgate lettering, and real wood and premium leather throughout a blacked-out cabin with top-level features similar to the  $\frac{1}{2}$ -ton models.



Like the Ram 1500, for 2016 the  $\frac{3}{4}$ - and 1-ton Ram models get a top-of-the-line Limited trim. It also features a predominantly black interior with an exclusive black headliner and A-pillars, dark wood trim, and premium leather with embroidered stitching.

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NEW  
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NEW  
539B  
20x9, 20x10



647BM

645V

645MB

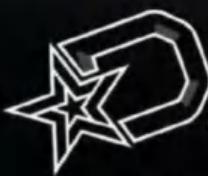
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Ram



The '16 Ram ProMaster is powered by a 3.0L I-4 engine with 174 hp and 295 lb-ft of torque (which we hope will find a home in the next generation of Jeep Wrangler). The ProMaster is unlike any other diesel vans for sale in the U.S. with its front-wheel-drive setup and six-speed automated-manual transmission. The M40 uses an electro-hydraulic actuator to operate a single clutch, which allows the driver to manually shift gears and automatically adjusts shift points according to grade steepness.

## ProMaster

**THE DESIGN OF** the Ram ProMaster is unchanged for 2016 and is different from all the other vans in this list with front-wheel drive and the M40 six-speed automated-manual transmission. The van is powered by a large-displacement 3.0L I-4 diesel that makes 174 hp and 295 lb-ft of torque and comes with a GVWR rating of up to 9,350 pounds and a maximum payload rating of 4,160 pounds. New features for 2016 include the availability of windows for 159-inch, high-roof, extended vans, and a new chrome grille, 20-amp auxiliary switches, and second-battery preparation package available for conversion van models.

## DIESEL ENGINE SPECIFICATIONS

### FORD

**ENGINE:** 6.7L Power Stroke  
**DISPLACEMENT:** 6.7L (406 ci)  
**CONFIGURATION:** V-8  
**POWER:** 440 hp at 2,800 rpm  
**TORQUE:** 860 lb-ft at 1,600 rpm  
**TURBOCHARGING:** Single variable-geometry turbocharger  
**BORE x STROKE:**  
 3.90 x 4.25 inches  
**COMPRESSION RATIO:** 16.2:1  
**VALVETRAIN:** OHV, 32 valves  
**HEAD MATERIAL:** Aluminum alloy  
**BLOCK MATERIAL:** Compacted graphite iron  
**TRANSMISSION:** Six-speed automatic

**ENGINE:** 3.2L Power Stroke  
**DISPLACEMENT:** 3.2L (195 ci)  
**CONFIGURATION:** I-5  
**POWER:** 185 hp at 3,000 rpm  
**TORQUE:** 350 lb-ft at 1,500 to 2,750 rpm  
**TURBOCHARGING:** Single variable-geometry turbocharger  
**BORE x STROKE:**  
 3.54 x 3.96 inches  
**COMPRESSION RATIO:** 15.7:1  
**VALVETRAIN:** DOHC, 20 valves  
**HEAD MATERIAL:** Aluminum alloy  
**BLOCK MATERIAL:** Cast iron  
**TRANSMISSION:** Six-speed automatic

### GENERAL MOTORS

**ENGINE:** Duramax LML/LGH  
**DISPLACEMENT:** 6.6L (403 ci)  
**CONFIGURATION:** V-8  
**POWER:** 397 hp at 3,000 rpm (LML – pickups)  
**TORQUE:** 765 lb-ft at 1,600 rpm (LML – pickups)  
**POWER:** 260 hp at 2,800 rpm (LGH – vans)  
**TORQUE:** 525 lb-ft at 1,600 rpm (LGH – vans)  
**TURBOCHARGING:** Single variable-geometry turbocharger  
**BORE x STROKE:**  
 4.05 x 3.89 inches  
**COMPRESSION RATIO:** 16.0:1  
**VALVETRAIN:** OHV, 32 valves

**HEAD MATERIAL:** Aluminum alloy  
**BLOCK MATERIAL:** Cast iron  
**TRANSMISSION:** Six-speed automatic

**ENGINE:** Duramax LWN  
**DISPLACEMENT:** 2.8L (170 ci)  
**CONFIGURATION:** I-4  
**POWER:** 181 hp at 3,400 rpm  
**TORQUE:** 369 lb-ft at 2,000 rpm  
**TURBOCHARGING:** Single variable-geometry turbocharger  
**BORE x STROKE:**  
 3.70 x 3.94 inches  
**COMPRESSION RATIO:** 16.5:1  
**VALVETRAIN:** DOHC, 16 valves  
**HEAD MATERIAL:** Aluminum alloy  
**BLOCK MATERIAL:** Cast iron  
**TRANSMISSION:** Six-speed automatic

### MERCEDES-BENZ

**ENGINE:** Mercedes-Benz OM642  
**DISPLACEMENT:** 3.0L (182 ci)  
**CONFIGURATION:** V-6  
**POWER:** 188 hp at 3,800 rpm  
**TORQUE:** 325 lb-ft at 1,400 to 2,400 rpm  
**TURBOCHARGING:** Single variable-geometry turbocharger  
**BORE x STROKE:**  
 3.27 x 3.62 inches  
**COMPRESSION RATIO:** 18.0:1  
**VALVETRAIN:** DOHC, 24 valves  
**HEAD MATERIAL:** Aluminum alloy  
**BLOCK MATERIAL:** Aluminum alloy with compacted graphite iron sleeves  
**TRANSMISSION:** Five-speed automatic

**ENGINE:** Mercedes-Benz OM651  
**DISPLACEMENT:** 2.1L (131 ci)  
**CONFIGURATION:** I-4  
**POWER:** 161 hp at 3,800 rpm  
**TORQUE:** 265 lb-ft at 1,400 to 2,400 rpm  
**TURBOCHARGING:** Two sequential turbochargers  
**BORE x STROKE:**  
 3.27 x 3.90 inches  
**COMPRESSION RATIO:** 16.2:1  
**VALVETRAIN:** DOHC, 16 valves

**HEAD MATERIAL:** Aluminum alloy  
**BLOCK MATERIAL:** Cast iron  
**TRANSMISSION:** Seven-speed automatic

### NISSAN

**ENGINE:** Cummins 5.0L  
**DISPLACEMENT:** 5.0L (305 ci)  
**CONFIGURATION:** V-8  
**POWER:** 310 hp at 3,200 rpm  
**TORQUE:** 555 lb-ft at 1,600 rpm  
**TURBOCHARGING:** Two sequential turbochargers  
**BORE x STROKE:**  
 3.70 x 3.54 inches  
**COMPRESSION RATIO:** N/A  
**VALVETRAIN:** DOHC, 32 valves  
**HEAD MATERIAL:** Aluminum alloy  
**BLOCK MATERIAL:** Compacted graphite iron  
**TRANSMISSION:** Eight-speed automatic

**ENGINE:** Ram EcoDiesel I-4  
**DISPLACEMENT:** 3.0L (183 ci)  
**CONFIGURATION:** I-4  
**POWER:** 174 hp at 3,600 rpm  
**TORQUE:** 295 lb-ft at 1,400 rpm  
**TURBOCHARGING:** Single variable-geometry turbocharger  
**BORE x STROKE:**  
 3.78 x 4.09 inches  
**COMPRESSION RATIO:** 17.5:1  
**VALVETRAIN:** DOHC, 16 valves  
**HEAD MATERIAL:** Aluminum alloy  
**BLOCK MATERIAL:** Cast Iron  
**TRANSMISSION:** Six-speed automated-manual 

### RAM

**ENGINE:** Cummins B-Series  
**DISPLACEMENT:** 6.7L (408 ci)  
**CONFIGURATION:** I-6  
**POWER:** 385 hp at 2,800 rpm (AS69RC auto transmission, 3500 only)  
**TORQUE:** 900 lb-ft at 1,700 rpm (AS69RC auto transmission, 3500 only)  
**POWER:** 370 hp at 2,800 rpm (68RFE auto transmission)  
**TORQUE:** 800 lb-ft at 1,600 rpm (68RFE auto transmission)  
**POWER:** 350 hp at 2,800 rpm (G56 manual transmission)  
**TORQUE:** 660 lb-ft at 1,500 rpm (G56 manual transmission)  
**TURBOCHARGING:** Single variable-geometry turbocharger  
**BORE x STROKE:**  
 4.21 x 4.88 inches  
**COMPRESSION RATIO:** 16.2:1  
**VALVETRAIN:** OHV, 24 valves  
**HEAD MATERIAL:** Cast iron  
**BLOCK MATERIAL:** Cast iron  
**TRANSMISSION:** Six-speed manual or six-speed automatic

**ENGINE:** Ram EcoDiesel V-6  
**DISPLACEMENT:** 3.0L (182 ci)  
**CONFIGURATION:** V-6  
**POWER:** 240 hp at 3,600 rpm  
**TORQUE:** 420 lb-ft at 2,000 rpm  
**TURBOCHARGING:** Single variable-geometry turbocharger

**BORE x STROKE:**  
 3.27 x 3.60 inches  
**COMPRESSION RATIO:** 16.5:1  
**VALVETRAIN:** DOHC, 24 valves  
**HEAD MATERIAL:** Aluminum alloy  
**BLOCK MATERIAL:** Compacted graphite iron  
**TRANSMISSION:** Eight-speed automatic

**ENGINE:** Ram EcoDiesel I-4  
**DISPLACEMENT:** 3.0L (183 ci)  
**CONFIGURATION:** I-4  
**POWER:** 174 hp at 3,600 rpm  
**TORQUE:** 295 lb-ft at 1,400 rpm  
**TURBOCHARGING:** Single variable-geometry turbocharger  
**BORE x STROKE:**  
 3.78 x 4.09 inches  
**COMPRESSION RATIO:** 17.5:1  
**VALVETRAIN:** DOHC, 16 valves  
**HEAD MATERIAL:** Aluminum alloy  
**BLOCK MATERIAL:** Cast Iron  
**TRANSMISSION:** Six-speed automated-manual 

### THE SOURCE

**Chevrolet**  
[chevrolet.com](http://chevrolet.com)

**Ford**  
[ford.com](http://ford.com)

**Freightliner**  
[freightlinersprinterusa.com](http://freightlinersprinterusa.com)

**GMC**  
[gmc.com](http://gmc.com)

**Mercedes-Benz**  
[mbsprinterusa.com](http://mbsprinterusa.com)

**Nissan**  
[nissanusa.com](http://nissanusa.com)

**Ram**  
[ramtrucks.com](http://ramtrucks.com)

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» **FEATURE**

'06 Ford F-650, 7.2L Caterpillar C7 ACERT I-6

# SERIOUS



# BUSINESS

## MON NGUYEN'S '06 F-650 IS A WINNER



**MARINES ARE A** unique breed. No matter what life throws at them, they find a way to rise above it. Well, Mon Nguyen, a Marine Corps veteran, is no different. No matter what has been thrown his way, he has always found a way to rise up, and his '06 Ford F-650 is his latest example.

Even during our photo shoot, we found someone in need of help, and Mon was there with a smile to lend a helping hand—well, actually a winch cable in this instance. The front of the F-650 features a custom (yeah, you are going to hear that word a lot in this article) prerunner bar with four 5-inch PIIA lights built by Santa Clarita Off Road. Behind the prerunner bar is his factory bumper that has been extended out to house a 16,500-pound Warn winch.

The vehicle itself has undergone quite a transformation, especially since F-650s only come as two-wheel-drive cab chassis. A Meritor (commonly referred to as Rockwell) MX-120 (12,000-pound-rated) axle was installed on the custom front springs

made by Atlas Spring. Sending power both ways is a two-speed, air-activated Meritor MTC-4210 transfer case. The rear of the vehicle still retains the factory 20,000-pound Goodyear air suspension with the Dana 17060 axle. Tulsa Truck created a custom drop bracket to keep the factory suspension in the same place while lifting the frame up. Race Runner 3.0 shocks with remote reservoirs were then installed to help keep everything riding smoothly. A custom steering linkage rod was created and runs from the Ross TAS-40 steering box to the tie rod. This custom steering linkage rod controls the massive 22.5x13 Alcoa wheels wrapped in 445/65R22.5 Goodyear tires.

Tulsa Truck also extended an 8-foot bed to 11 feet in order to ensure a proper fit. On each side of the truck are factory fuel tanks with a capacity of 110 gallons (45 on driver side /65 on passenger side). The factory steps are still used, but AMP Research power running boards are mounted to the bottom step to help passengers enter the cab. Once in the cab, there are a handful of switches just below the dash panel, as well as a few more on the dash. The factory radio has been replaced with a Pioneer AVIC-D2, which is a navigation head unit with a rear-mounted camera. The Pioneer sends power out to the JL Audio



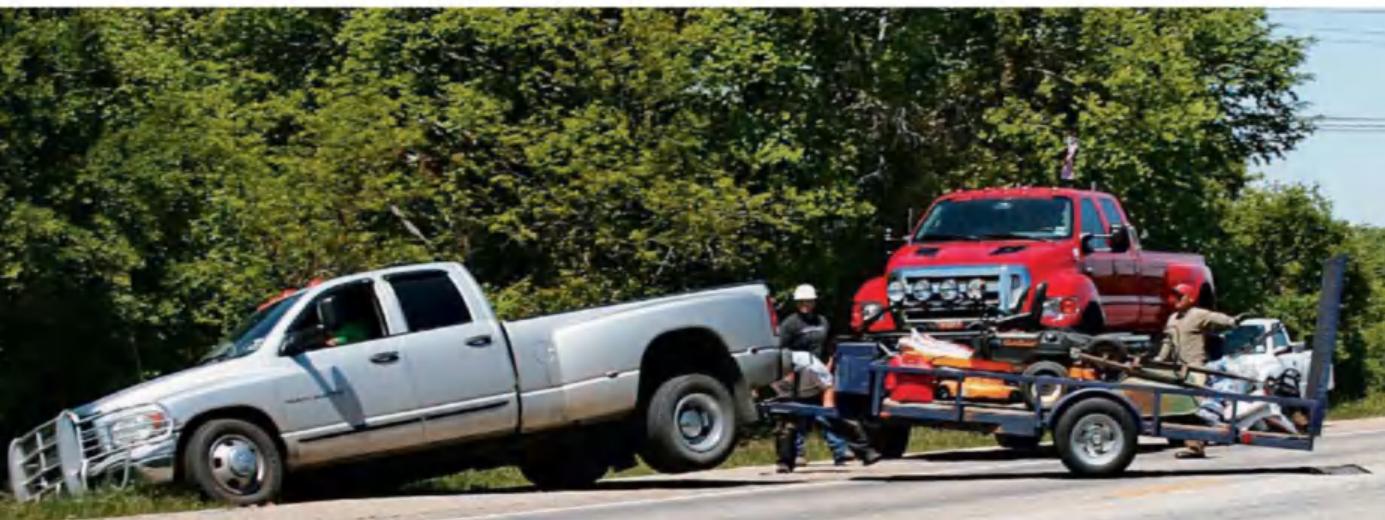
Generally, eight lights on the front of a truck consumes it, but here they look proportional and fitting.



The massive ball is just for looks. Mon has an actual drop hitch he uses, plus the truck is set up with a 90,000-pound receiver above the drop hitch. Above that there is a camera he uses to see behind him.



Though this truck weighs in at a little more than 17,000 pounds, the ride is very smooth, thanks to the Race Runner shocks and airbag suspension.



During our photo shoot, Mon stopped to help someone. Notice the rear duals off the ground. This guy was minutes from rolling down the hill.

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1,000-watt amplifier and then to two MTX 10-inch subs mounted behind the rear seats. When looking around, you will notice that there are three Auto Meter gauges (boost, EGT, and transmission) mounted on the A-pillar, which allude to the modifications that have been made under the hood.

The air enters the intake through the factory hood scoops and is then channeled into the AFE air filter. It is directed through the Caterpillar variable geometry turbocharger and sent through the intercooler. After leaving the intercooler, it has an opportunity to meet up with its friend, propane, thanks to a custom propane injection kit made by John Hamlin at Diesel Performance Shops in Valley Glen, California.

The air is then directed into the heads and joins up with the fuel a little earlier than normal because of the TS Performance Power Play MP8 module. Once everything is burned, the exhaust is sent out the heads through the turbo and into the 5-inch stainless steel custom exhaust system. It is then directed through the Magnaflow muffler and up the 6-inch MBRP stacks.

The 7.2L Caterpillar C7 ACERT engine produces 300 hp and 860 lb-ft of torque. Mon doesn't know how much the truck produces now, but he does know his fuel mileage is a little better, thanks to the improvements he has made. His truck is now getting anywhere between 8 and 9 mpg.

With a truck this tall that looks this good, most people assume it's just a show truck. More than 28,000 miles on the odometer over the past 2½ years tells us otherwise. Mon uses this truck as his daily driver, and on the weekends he hooks up his 30-foot trailer and heads to the dunes to play. Mon said he has actually had all four wheels off the ground while jumping a dune in this truck.



Monitoring the Caterpillar engine is important when towing the heavy loads Mon does. These Auto Meter gauges do the trick.



Since this truck is an F-650, the brakes and suspension are controlled by air, and the suspension controls are located on the lower left above the brake ones. The Allison transmission's control panel is next to that.



With all of the power accessories onboard this truck, there has to be a control panel for them. Mon mounted them all on the left-hand side of the dash.



Glenn Yamashiro from Santa Clarita Off Road made sure this truck's suspension could handle anything. He built this custom drop for the carrier bearing and installed a crossbrace to ensure the driveshaft never gets in a bind.



This Amp Research step is certainly needed when you are climbing into a cab that is 10 feet high. The top of the bed is 8 feet.



These massive meats are the last thing you want to look over and see out your window.



SHOP BY VEHICLE OR TALK TO AN EXPERT



**BF Goodrich**  
All Terrain T/A KO2

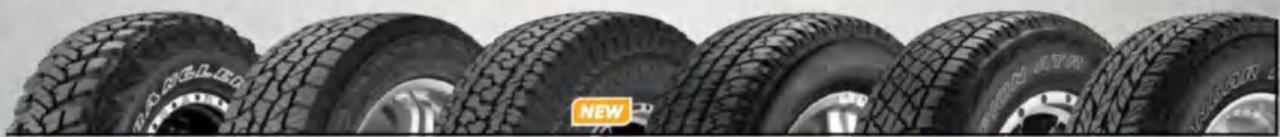
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**M17**  
16 17 18 20

**M16**  
17 18 20

**M18**  
15 17 18 20



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*Cracked transmission tail shaft housings (located between the transfer case and the transmission) are a common problem for GM Allison-equipped 4x4 pick-ups in off-road and drag racing applications. Even a nominal amount of driveline vibration can cause the housing to fail, resulting in a transmission fluid leak or worse; internal transmission and transfer case damage. Once the housing cracks, repairing it requires removal of the transmission and transfer case.*

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*Even nominal  
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# GREAT SAVE

JEFF STONE'S JUNKYARD RESCUE RESULTS  
IN A 600HP DURAMAX-POWERED JEWEL

Words by **JASON SANDS** + Photos by **JASON SANDS**





**IT'S HARD TO** believe, but the pristine '89 Chevrolet C30 pickup you see on these pages was actually in a junkyard when Jeff Stone found it. The truck had issues with its original 6.2L diesel powerplant and already had parts and pieces removed from the engine (like the cylinder heads) when Jeff came across it. The truck had only a little more than 80,000 miles and was in good shape. Since Jeff bought the C30 with installing a 6.6L Duramax engine in mind, he didn't care about the missing items and dragged the carcass home.

Jeff wanted a lifted four-wheel-drive truck (known as a K30), so he knew he'd have a long road

ahead of him since the piece he bought was a lowered two-wheel-drive dualie.

The dualie bed was replaced first with a regular fleetside version. Next was the complete suspension, which had to be changed from two-wheel drive to four-wheel drive. The rear upgrade was fairly simple, with a set of Tuff Country EZ Ride Suspension's leaf springs and blocks providing a whopping 10 inches of lift. Mated to the suspension is an ultra-strong AAM 1150 rear end from an '05 Chevrolet Silverado 2500HD donor vehicle. With the rear suspension squared away, the front needed to be equally stout, so a Dana 60 out of a



'89 Chevrolet C30 4x4 conversion, 6.6L Duramax V-8

'00 Dodge Ram got the nod to be used as the project's front axle, and it was treated with 4.10:1 gears, a Randy's Ring and Pinion free-spin hub kit, and a custom three-link suspension built by Custom Exhaust Specialties.

With the project looking a little more like Jeff intended (lifted, with two axles and a fleetside bed), Jeff turned his attention to the power-



A 75mm S400 turbo from BorgWarner feeds the original variable-geometry Duramax 'charger. Total boost from the two turbos is 45 psi on the highest tune, which keeps EGT firmly in check at 1,200 degrees.

train. The same '05 Chevy that donated its axle also gave up its engine, transmission, and transfer case to the project, in order to power the '89 down the road. Since Jeff didn't want to install the engine more than once, he made a list of supporting modifications designed to achieve the type of power he was looking for. The first upgrade was a set of ARP head studs,



Jeff made good use of the '05 Chevrolet Silverado 2500HD he purchased, installing its radiator and intercooler in the C30.



There's plenty of room for the 6.6L Duramax engine in Jeff Stone's '89 Chevrolet C30-turned-K30, since the truck has a mammoth engine bay. Thanks to a number of upgrades, the compound-turbocharged powerplant makes an estimated 600 hp, and more than 1,000 lb-ft of torque.



## FAST FACTS:

### YEAR/MAKE/MODEL: '89

Chevrolet C30 4x4 conversion

**OWNER:** Jeff Stone

**HOMETOWN:** Bend, Oregon

**ODOMETER:** 86,000 miles

**ENGINE:** 6.6L Duramax V-8,

with ARP head studs and PPE stand-alone wiring harness

**FUEL:** Industrial Injection 30-percent-over CP3 injection pump and injectors; AirDog 165-gph lift pump; and EFI Live DSP5 five-position switch with tuning by Adrenaline Truck Performance

**AIR:** AFE air filter, Borg-Warner S475 over stock compound turbochargers, and S&B Filters intake bridge

**EXHAUST:** PPE driver-side exhaust manifold

**TRANSMISSION:** Allison 1000 automatic with a SunCoast Diesel Converters triple-disc torque converter

and TransGo shift kit

**POWER:** 600 hp (est.)

**TORQUE:** 1,000 lb-ft (est.)

**TIRES:** 37x13.50R18 Toyo

Open Country M/T

**WHEELS:** 18x12 Fuel Lethal

**SUSPENSION:** 10-inch lift, featuring a Tuff Country EZ Ride Suspensions front three-link and 6-inch rear leaf springs with blocks

**AXLES:** Front Dana 60 with 4.10:1 gears and Randy's Ring and Pinion free-spin hub kit, and AAM 1150 rear with 4.10:1 gears

**EXTERIOR:** Pearl White paint by Shawn Kooch, shaved door handles and locks, and 2-inch Reflexion Automotive cowl hood

**FUN FACT:** Jeff's good buddy Bennett Leffler, owner of Performance Authority, helped a bunch with the project, since he owns an engine-swapped Chevy C10—that's Cummins powered.

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'89 Chevrolet C30 4x4 conversion, 6.6L Duramax V-8

which was installed to keep the engine from having head gasket issues down the line. The Duramax was also upgraded with a PPE driver-side exhaust manifold and installed with a PPE stand-alone wiring harness, which took care of all the electrical work.

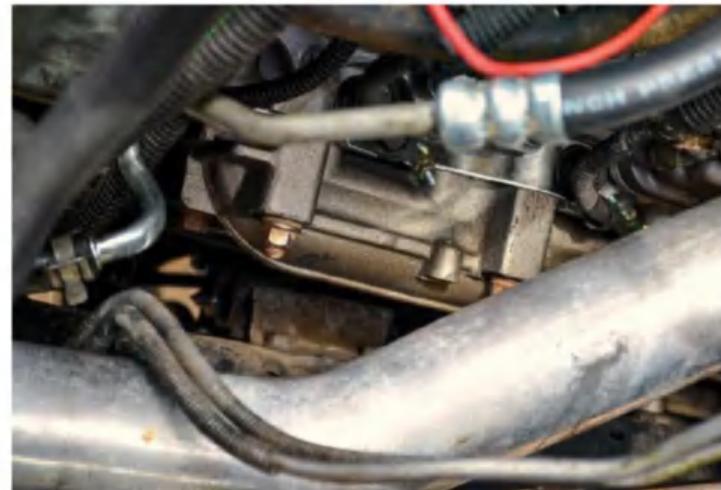
While a stock Duramax engine is much more technologically advanced than the C30's original 6.2L powerplant, Jeff decided to kick his up a notch with some additional performance parts. While the engine was out of the truck, an



The tough Dana 60 axle of a '00 Dodge Ram was swung under the front of the truck. It's equipped with a free-spin hub kit from Randy's Ring and Pinion, which Jeff figures is worth a few extra miles per gallon in fuel economy.



Jeff used the factory AAM 1150 rear end from his donor truck for the project's rear axle and loaded it with 4.10:1 gears to match the Dana 60 up front.



A stock '05 6.6L Duramax has a driver-side manifold that is necked down for clearance. With plenty of room in the engine bay, the OEM manifold was replaced with a higher-flowing piece from PPE.



The only interior hint at what's lurking under the hood is an EFILive DSP5 switch, which controls five tunes from "Idaho Rob" at Adrenaline Truck Performance.



A Reflexion Automotive cowl hood clears the Duramax engine and adds some style to the truck at the same time. After everything was assembled, the truck was painted Pearl White by Shawn Kooch.



Thanks to the C30's 10-inch lift, clearing big tires is no problem. Four 37x13.50R18 Toyo Open Country tires provide grip and are mounted on 18x12 Fuel wheels.



The rear suspension's whopping 10 inches of lift is accomplished with Tuff Country's 6-inch-lift leaf springs and 4-inch blocks.



Given the high boost levels compound turbos create, the crack-prone stock Y-bridge can be a weak link, so Jeff replaced the original version with an S&B Filters unit.

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Industrial Injection 30-percent-over CP3 injection pump and injectors were added, and a BorgWarner S475 turbocharger was mounted in front of the stock turbo. Tuning was handled with EFILive's DSP5 five-position switch, which features ECU calibrations by "Idaho Rob" of Adrenaline Truck Performance. The five-speed Allison automatic transmission also received a few upgrades, such as a triple-disc torque converter from SunCoast Diesel Transmissions, and a TransGo shift kit.

After two years of hard work, Jeff's self-made Chevy K30 was ready to hit the road. With its moderately built diesel engine in the low-mileage frame, the truck has been ultra-reliable. And, with an estimated 600 hp, the truck is quite a rocket. It also tows with ease thanks to the compound turbos, and Jeff reports that with an empty bed, his rig can achieve more than 20 mpg on the freeway. Using the best parts from old and new trucks, Jeff turned a junkyard wreck into the truck of his dreams.



With only 86,000 miles on the C30, its interior only needed minor work to be brought back to near-new condition.



Jeff kept the gauges simple in his rig, with a two-pod boost and pyrometer setup. Using a clean but powerful tune, neither gauge gets anywhere close to the danger zone. 



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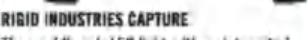
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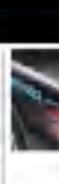
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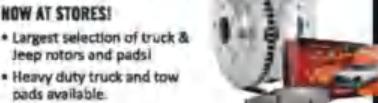
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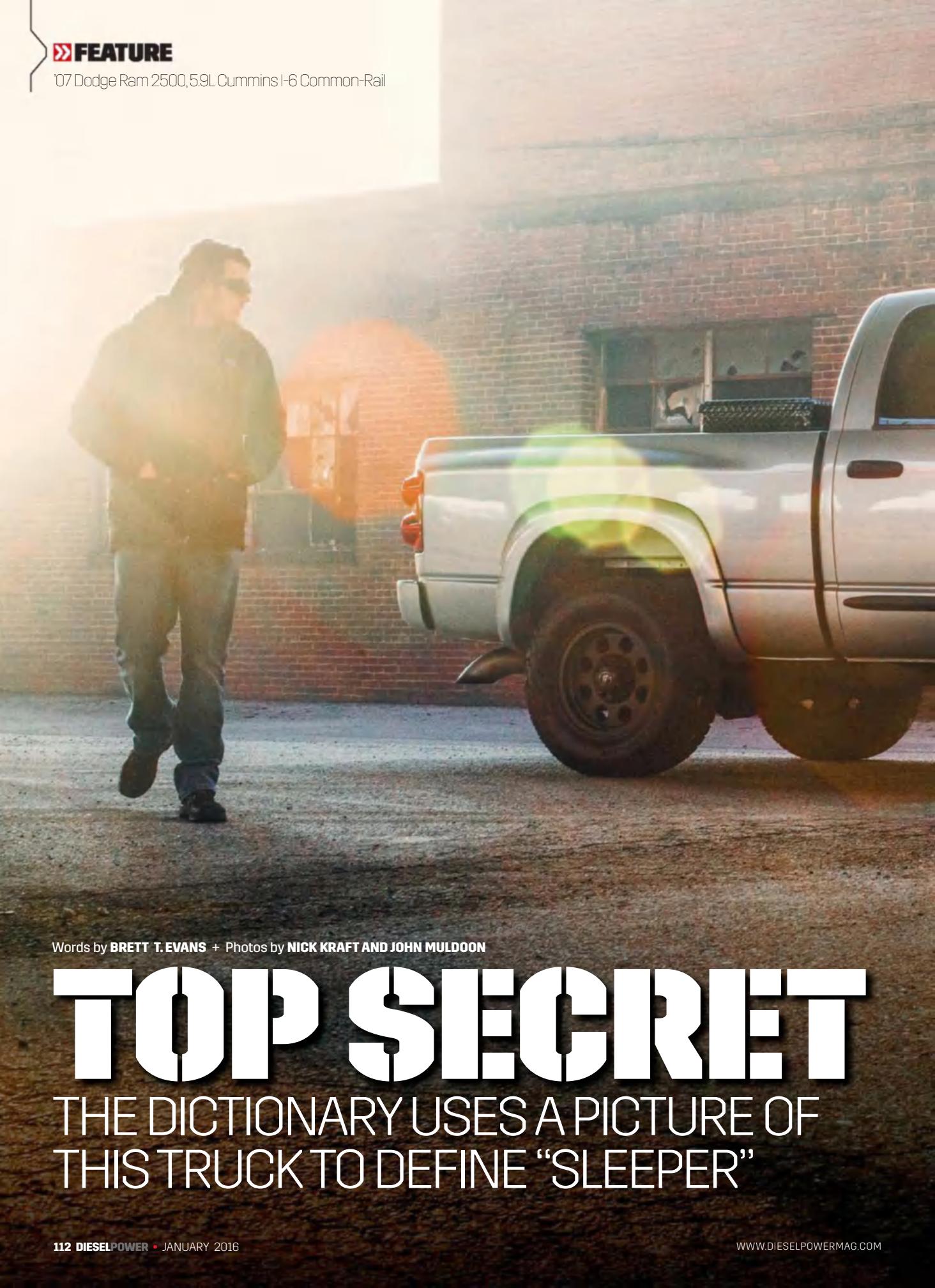
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Words by BRETT T. EVANS + Photos by NICK KRAFT AND JOHN MULDOON

# TOP SECRET

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## JOHN MULDOON

is no stranger to diesel technology. "I was always intrigued by diesel as a kid," he says. "I've always been mechanical." After a few years of school and working as a heavy-duty and medium-duty mechanic, John jumped into the diesel-performance world and opened his own shop in 2014, Muldoon's Diesel Performance in Wilmington, Delaware. Aside from the occasional dalliance in performance Volkswagen TDIs, Fords, and GMs, his bread and butter is the Cummins diesel engine—which explains why his shop truck is a single-turbocharged '07 Dodge Ram 2500 monster.

John inherited the truck from his late father, and he says it's the one final link he has to his dad. Shortly after taking possession of it, John pulled the head to do some minor modifications

(new valvesprings, polished headwork, and such), but he found scoring in the cylinder walls from some improper maintenance. With that discovery, a full build was in order. From the time he started working on the project, the Ram has been fantastically reliable. "I'd rather overbuild it than underbuild it," John says about his ethos when building the truck.

Starting with the 5.9L 24-valve Cummins, John bored the block 0.020-inch over, ported the cylinder head, installed better valve seats, and tightened it all down with ARP head studs. The fasteners and valvesprings help keep everything together when the massive Fleece Performance billet S468 snail hits full boost. A Motorsport Diesel single CP3 injection pump supplies the stock fuel nozzles (honed to 80-percent-over) with a supply of clean diesel.



Underhood, John made sure the Ram looks as clean and fresh as possible. Classic, Cummins Apex Red paint and top-shelf engine auxiliaries keep it looking like a much less complicated, vintage powerplant rather than the modern brute it actually is. A single turbo and fuel pump meet this Cummins' needs for air and fuel.

The 48RE automatic transmission is understandably beefed up as well, with billet input, intermediate, and output shafts; mostly billet internals; and a stock-stall, triple-disc torque converter. A Snow Performance water-methanol system provides lower intake temperatures, greater air density, and significantly reduced EGT, meaning a healthy boost in power.

Obviously, John did the engine and transmission builds and installs out of his own shop, but he gives lots of credit to Innovative Diesel for the ECU tuning. In full-race spec, the turbo puts out 60 psi of boost, which gives the Muldoon's Diesel Performance shop truck 1,600 lb-ft of torque and around 900 horses, extrapolated from its 10.94-second quarter-mile e.t. The Ram made a documented 842 hp on a loaded dyno, but ambient temperatures were more than 100 degrees, so John's power claim seems legit. A spool valve keeps turbo lag to a minimum, keeping the 'charger spinning



You'd never know it from looking at the mostly stock exterior, but a serious beast lurks beneath the bodywork. The engine in this Ram produces about 1,600 lb-ft of torque, if John's estimates are to be believed. The 10.94-second dragstrip e.t. says they are.

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## FAST FACTS:

**YEAR/MAKE/MODEL:** '07 Dodge Ram 2500**OWNER:** John Muldoon**HOMETOWN:** Wilmington, Delaware**ODOMETER:** 88,198 miles**ENGINE:** 5.9L Cummins I-6 common-rail; bored 0.020-inch over; balanced rotating assembly; mild ported cylinder head; staked valve seats; O-ringed head; ARP New Age 625 head studs; composite head gasket; Inconel exhaust valves; Hamilton Cams 110-pound valvesprings, 188-220 camshaft, and HD pushrods; SoCal Diesel ceramic-coated 0.020-inch-over Mahle pistons; ARP connecting rod bolts; and Fleece Performance coolant bypass kit**FUEL:** Motorsport Diesel 10.6mm CP3 injection pump, 80-percent-over injector nozzles, AirDog 150-gph lift pump, T&C Diesel Performance 30,000-psi pressure relief valve, and tuning by Gordon Lindamood at Innovative Diesel**AIR:** Fleece Performance billet S468 turbocharger, stock intercooler, Fleece Performance Mantake air intake, and Wilson Manifolds intake plenum and manifold**EXHAUST:** Steed Speed T4 24-valve exhaust manifold, Sound Performance diverter/quick-spool valve, Diamond Eye HX40 downpipe, and Flo-Pro

5-inch exhaust

**INJECTABLES:** Snow Performance MPG-Max water-methanol system**TRANSMISSION:** Muldoon's Diesel Performance 48RE four-speed automatic; Diesel Performance Converters stock-stall, triple-disc torque converter; TRE Diesel Performance valvebody; BorgWarner internal clutches and kickdown band; TCS Performance aermet billet input, intermediate, and output shafts; GM governor pressure solenoid conversion; and PPE deep transmission pan**POWER:** 900 hp (estimated)**TORQUE:** 1,600 lb-ft (estimated)**TIRES:** 295/75R17 Nitto Terra Grappler A/T**WHEELS:** 17-inch American Racing Mojave**SUSPENSION:** Reverse-leveled KYB shocks, and rear polyurethane spring bushings**REAR AXLE:** 11.5-inch Eaton axle; 3.73:1 Detroit Truetrac limited-slip differential**FUN FACT:** "I built it to be a street/strip/daily truck and then got bitten by the horsepower bug. It was my father's truck, and once he passed away, it remained one of the last links between us. It's just all around fun. My best time quarter-mile time so far is 10.94 seconds at 124 mph."

The exterior gives you no clues as to the performance this truck is capable of. The subtle, blacked-out badging and discreet Cummins logo are the only hints that the Ram is a pavement-roaster.



With about 900 hp churning from the rear wheels, John's Ram has no trouble drowning the bed in tire smoke.



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'07 Dodge Ram 2500, 5.9L Cummins I-6 Common-Rail



Inside, the theme is subtlety, again. Black pillars, a suede headliner, and an aftermarket stereo look classy, but they don't tell one word of the performance story. To get that, you'd have to look at the transmission temperature gauge and programmer, mounted on the steering column. The best feature is the tuning switch, which hides in the cigarette lighter assembly (arrow).



Snow Performance water-methanol injection is one of the keys to the Ram's performance and reliability. John hid its tank in the bed underneath the toolbox, keeping it away from prying eyes and safe from sliding cargo.



Conspicuous in their absence are traction bars or drag-radial tires. Their omission keeps the truck looking stock, and in spite of the all-terrain tires John uses, the Ram has broken into the 10-second zone in the quarter-mile. "Sleeper" doesn't begin to describe it. The rig is also the mascot truck for his shop, Muldoon's Diesel Performance, but it's not a trailer queen. He's driven it from his shop in Delaware to a supplier in Tennessee to pick up parts, and it usually gets pressed into daily-driver duty. 

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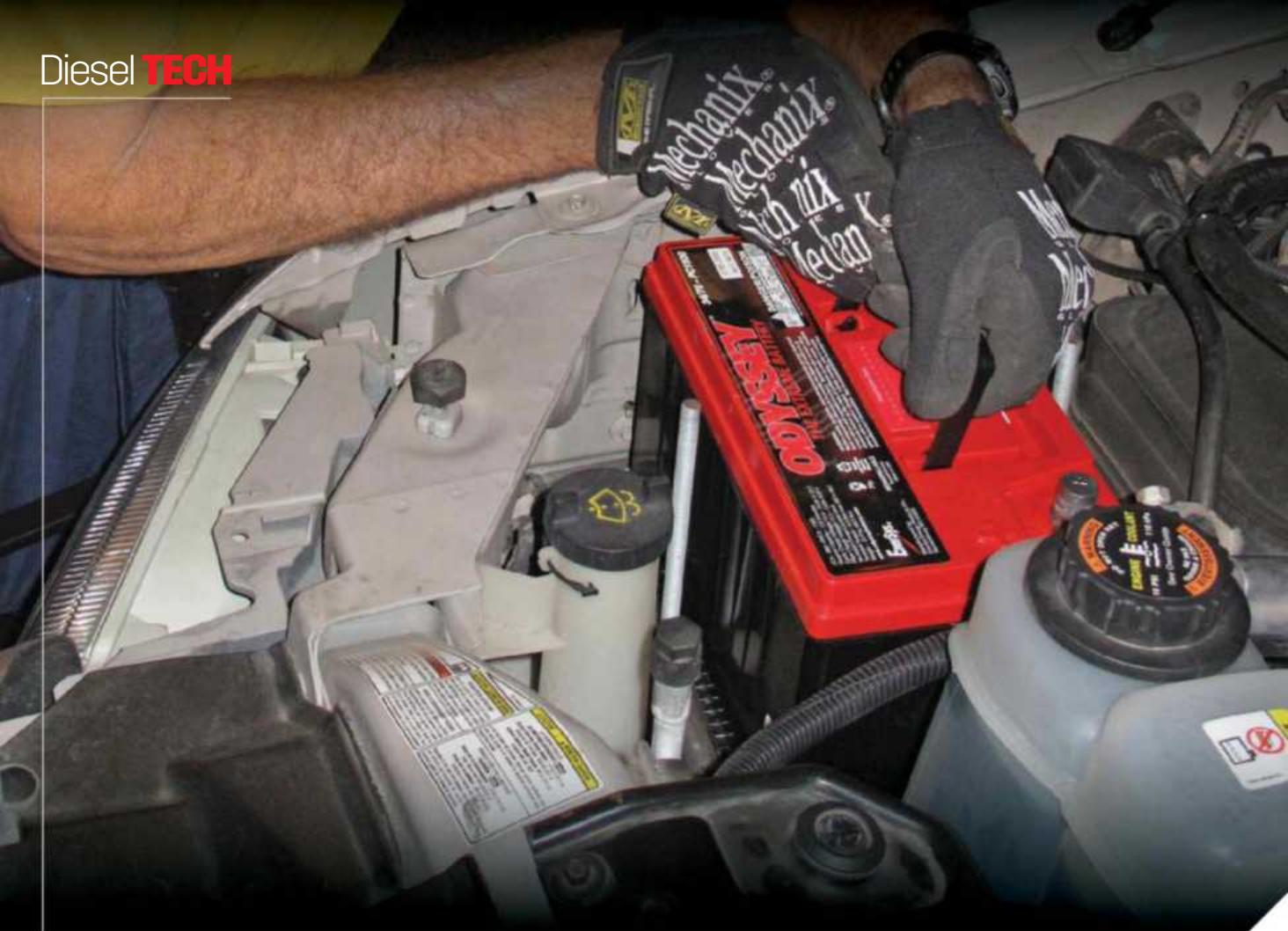
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# AMPED UP

Giving Some Extra Juice to Your Heavy-Duty Truck

Words by **GARY WESCOTT** + Photos by **GARY WESCOTT**

**>> WHEN YOU** drive a heavy-duty truck like a Ford F-550, or even an F-350, Ram 3500, or a big GMC, you just expect everything to work... like forever, right? Then, one cold morning, you turn the key and there is that ominous "click, click, click." It could be the starter or the batteries—especially if you have a newer diesel with common-rail direct injection and glow plugs. When the "Wait to Start" light comes on, those little glow plugs that preheat the chambers above the pistons in Power Stroke and Duramax engines are, in essence, a dead short,

sucking any surface charge off your batteries if they are already low. Now, in the case of our 7.3L Power Stroke with the HEUI injection system, those same batteries need enough power reserve to spin the motor at 150 rpm—fast enough for the high-pressure oil pump to produce around 400 to 600 psi. Additionally, the batteries need to have enough amps left to feed the IDM (injector driver module), which converts 12 volts to 115 DC volts to actually pop the injectors. Ford did not switch to the common-rail until 2008.

That's asking a lot of a little starter on a cold morning—or a pair of batteries that are



We're installing two fresh Group 34/78-PC1500 Odyssey Extreme batteries in our '99 Ford Super Duty. These batteries are heavy, and a sturdy, built-in handle is a plus. All battery cable connections were checked and cleaned.



After cleaning and sandblasting the cases, all critical parts of our alternators are replaced.



Newer alternators like ours run cooler because they actually have fans on both the front and back of the case.



The alternators are spun on a computerized test machine to check for all critical functions. Readouts show 160 amps will be going to the starting batteries, and 200 amps will feed the house bank of Odysseys.

not fully charged, maybe because the alternator is getting tired. And then again, the whole problem, more often than not, is just a bad or corroded ground wire. Gas burners have it a little easier starting, but their electrical system is just as important.

We had Ken Imler Diesel Performance inspect the electrical system on our '99 Ford Super Duty in preparation for a lengthy expedition, The Trans-Eurasian Odyssey, which would take us from Lisbon, Portugal to Shanghai, China through 26 countries following the legendary Silk Road—an adventure we expect will take at least three years. We could not afford to take any chances with any part of that critical system.

Starting at the top, we installed two fresh Group 34/78-PC1500 Odyssey Extreme batteries. Odyssey batteries use absorbed glass mat (AGM) technology to offer (in one box) the advantages of both a high-powered starting battery and a deep-cycle battery, good for up to 400 cycles at 80 percent depth of discharge. That's sort of like a sprinter and a long-distance runner in one. Because Odyssey plates are made of pure virgin lead (unlike the lead alloy in most batteries), they can pack in more plates. More plates means more plate surface



Nimo Sahota is the alternator expert at S&N Auto Electric, Sacramento, California.



Sammy Rai, owner of S&N Auto Electric, recommends adding a good ground from the back of the case to the block.

area—and much more power. They deliver twice the overall power of conventional batteries, with a life designed for 8 to 12 years.

While we may think of our trucks as only mechanical devices, they also have many different electronic parts that resemble a personal computer more than a vehicle. All these little computers draw power as they remember your personal seat and outside mirror positions, and your favorite radio stations. Most trucks built from the early '90s contain a small component called a powertrain control module (PCM) that electronically controls parts and runs diagnostic tests. It only makes sense to have the best batteries you can afford—especially if you plan on keeping your rig for a few years.

There are many sizes of batteries, each with its own power rating and configuration. For example, Odyssey makes at least 18 models, some with side posts and others with the more common top posts. Some models have both. When you are installing dual batteries, like most diesel trucks require, it's always a good idea to use two of the same type and size. We also checked all cables and auxiliary wires leading to accessories, like our winch and driving lights, making sure the ground wires were clean and tight.

No matter how great your batteries are, they are useless if they are not being properly charged and regulated. Our truck is equipped with the dual alternator ambulance package. The primary alternator charges the starting batteries, and the auxiliary unit feeds four Odyssey Group 34 batteries in the camper. In case you're wondering why we use the same size batteries in the engine compartment as

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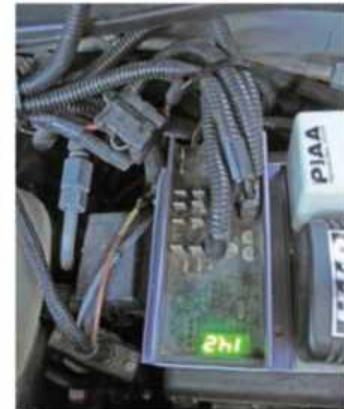
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Rick at Ken Imler Diesel Performance carefully installs our reconditioned alternators.



Our auxiliary alternator feeds 200 amps through an external Balmar regulator to the house bank of Odysseys.



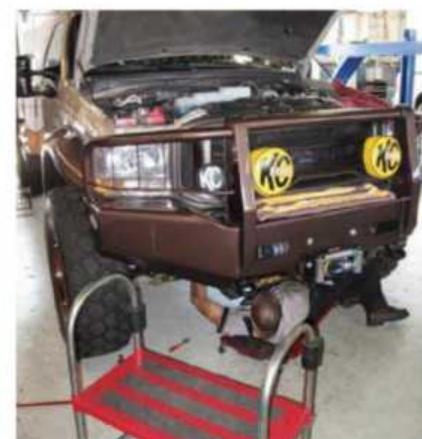
Our external Balmar regulator monitors amps, voltage, and temperature of both the alternator and the bank of Odyssey batteries.



The lower mounting bracket for our auxiliary alternator is part of the ambulance package.



Flexible Quick Cable welding wire and solid copper lugs are used for grounds from the back of the alternator cases to the block.



The auxiliary alternator on the ambulance package is installed under the engine.



We made the auxiliary alternator function as the primary unit to charge the starting batteries.

our auxiliary unit that charges the camper battery bank through an external Balmar regulator.

Sammy Rai, owner of S&N Auto Electric, says alternators like ours run cooler than earlier models because they actually have internal fans on both the front and back of the rotor assembly. He also cautions that often alternators are just grounded to the mounting bracket. Sometimes corrosion can build up

between the front and back of the case, so it is very important to have a good ground strap from the back of the case to the engine block. He emphasizes that good, solid, clean ground is as important as a clean battery connection. This can significantly extend the alternator's life.

A computerized test machine is used to spin up the alternators and check for operating voltage, output, and amperage at various speeds. The machine simulates on-truck functions, including alternator turn-on speed, voltage saturation point, dash-light function, load response control, soft-start function, and input/output signal response

those in the camper, it allows us to replace a starting battery under the hood should one fail. Also, unlike some of the huge batteries in RVs today, the Group 34 is fairly common all over the world.

Imler Diesel removed our alternators, and we took them over to S&N Auto Electric in Sacramento, California, where expert technician Nimo Sahota completely reconditioned them. After cleaning and sandblasting the cases, all critical parts were replaced. These include heavy-duty rectifiers and diodes, heavy-duty (NTN) bearings, new heavy-duty brush holders, brushes and regulator, and a high-output stator on

at performance curve outputs from 1,000 to 6,000 rpm. Readouts showed 160 amps going to the starting batteries, and 200 amps from our auxiliary alternator feeding the house bank of Odysseys.

Back at Ken Imler's facilities, the new (actually better than new) alternators are reinstalled. Following Sammy's advice, Rick uses flexible Quick Cable welding wire and solid copper lugs for grounds from the back of the alternator cases to the block.

Of course, something has to spin the alternators. A new Gates Green Stripe Fleet-Runner Micro-V belt is expected to last at least 100,000 miles under severe conditions. Gates' belt tensioner and idler pulleys also replace factory units.

Returning to where we began, nothing works until the engine starts. The rather puny factory Mitsubishi starter is replaced with Motorcar Parts of America's Xtreme X17802N 4.0KW featuring an offset gear reduction design. Installation was straightforward for the experienced technicians at Ken Imler's Diesel Performance. The mating face on the bellhousing is buffed clean, and a small, unneeded tab on the OEM power cable is

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MPA Xtreme starters feature precisely machined components for consistent performance, oil-impregnated bushings for maximum durability, and specially coated wiring for additional protection from heat. Synthetic lubricants reduce cranking resistance and improve durability.

Completed units are individually end-of-line tested on proprietary load-based testers across a full range of operating requirements using computerized equipment that simulates actual vehicle use. Starter testing includes rpm and motor amperage at load

conditions, solenoid hold-in and pull-in coil amperage, and solenoid interrupt.

The sheer size of the Xtreme starter's offset gear reduction design is impressive, but the real test comes when we turn the key. Amazing, in a word. The powerful starter spins the engine like a top! The Xtreme X17802N is designed specifically for the Ford 7.3L Power Stroke engine. While Motorcar Parts of America makes starters and alternators for most vehicles sold in the U.S., not all trucks require the Xtreme model.

Finally, given the number of computers and other hidden electrical draws on modern trucks and RVs, whenever we need

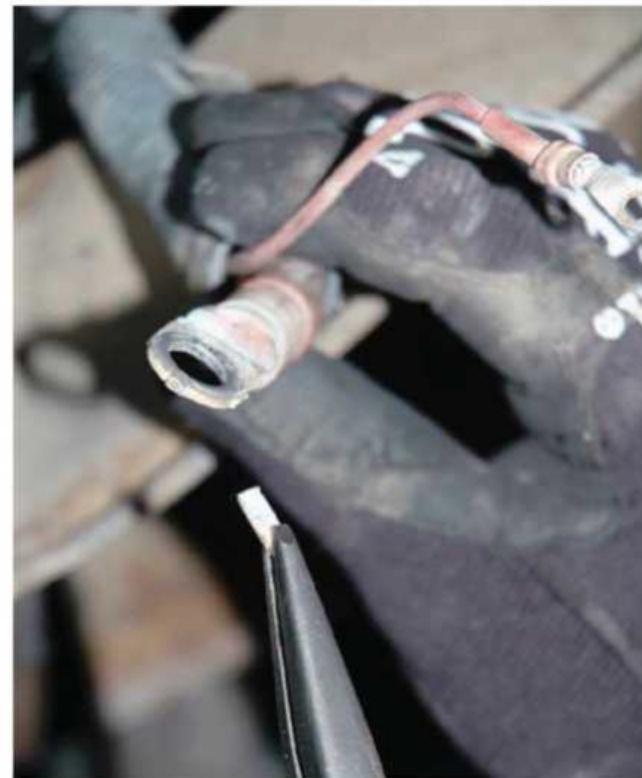
to leave our vehicle for more than a couple of weeks, we hook up a VDC BatteryMINDer (Model 2012-AGM). BatteryMINDers are SMART-pulse chargers that safely charge and maintain all size, type, and brands of batteries, including starter, deep-cycle, and sealed. They do all this without ever overcharging—no matter how long they are left on: days, weeks, months, or even years. The Model 2012-AGM is precision-set for all sizes and brands of 12-volt AGM lead-acid batteries, including but not limited to AGM batteries by: Optima, Odyssey, Lifeline, Deka, MK, Universal Power, and Trojan. The model 2012 is for flooded and gel batteries.



The rather puny factory Mitsubishi starter is looking tired.



The new Xtreme HD starter is held up for a test-fit.



The Xtreme X17802N 4.0KW starter with its offset gear reduction design is significantly bigger than the OEM Mitsubishi unit.



The corrosion on the bellhousing surface is cleaned up.

A small tab on the positive wire is removed for a better fit.



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# CLEAN OIL

## Amsoil Dual Remote Oil Filtration System Protects the Lifeblood of Your Truck

Words by **GARY WESCOTT** + Photos by **GARY WESCOTT**

**AS A TRUCK** enthusiast and probably a fan of most diesel engines, you probably know what makes gears and bearings and other truck stuff work: oil. We should say: clean oil. Whether we are driving backroads or city streets, dirt, soot, and other contaminants are entering the engine. Critical parts ride on a thin film of oil. It has been estimated that dirty oil can reduce the life of an engine by 60 to 80 percent!

When we learned that the Amsoil Dual Remote Oil Filtration System, in combination

with its full-synthetic 15-40 Heavy-Duty Diesel & Marine Motor Oil, could safely extend oil changes up to 60,000 miles and reduce filter changes to 25,000 miles, we were interested. We saw an improved way to protect the life of our engine, and at the same time, reduce our consumption of oil and the related pollution oil changes produce.

Of course, there are other factors to consider. Extreme conditions reduce those mileage numbers by about half. Amsoil's technical department recommends changing the full-flow primary filter every 15,000

miles for severe-duty use, and the bypass filter at 30,000. That still sounds good to us. We wondered where this technology originated and how this dual bypass filter system works.

As a jet fighter squadron commander, Lieutenant Colonel Albert J. Amatuzio had ample opportunity to witness synthetic lubricants in action. These oils are used exclusively in jet engines because of three extraordinary performance characteristics: an ability to reduce friction and wear on engine components, an ability to function dependably at severe temperature extremes, and an ability to withstand rigorous and lengthy engine operation without chemical breakdown.

Recognizing these same benefits would prove invaluable in combustion engines, Albert formulated the first synthetic motor oil in the world to meet API service requirements for automobile engines. The new lubricant performed like no other before it. When the first can of Amsoil 10W-40 appeared on the market in 1972, it signaled the birth of an entire industry.

Things have come a long way since then, and the move from oil to filtration systems was natural. The Amsoil Ea (Ea is Amsoil's scientific designation for Absolute Efficiency) bypass and full-flow oil filters feature synthetic nanofiber media. Ea oil filters represent a major breakthrough in filtration technology. They have the best rating in the industry, providing a filtering efficiency in accordance with industry standard ISO 4548-12 of 98.7 percent at 15 microns. Competitive filters containing conventional cellulose medias range from 40 to 80 percent efficiency.

Working in conjunction with the engine's full-flow oil filter, Amsoil Ea bypass filters operate by filtering oil on a partial-flow basis. They draw approximately 10 percent of the oil pump's capacity at any one time and trap the extremely small, wear-causing contaminants that full-flow filters can't remove. The Amsoil Ea bypass filter typically filters all the oil in the system several times an hour, so the engine

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continuously receives analytically clean oil.

An added bonus is that Ea oil filters also have significantly lower restriction than conventional cellulose media filters. Their small synthetic nanofibers trap smaller particles and hold more contaminants, resulting in lower restriction. During cold-temperature warm-up periods, an Ea filter allows the oil to flow more easily compared to a typical cellulose filter. Lower restriction decreases engine wear.

The reason Amsoil can guarantee Ea oil filters will remain effective for 25,000 miles or one year is based on the filter's capacity. This refers to the amount of contaminants it can hold and still retain its filtering ability. Amsoil claims its Ea oil filters have a far greater capacity than competing filter lines, especially when used with Amsoil synthetic motor oils in normal service. Over the life of a conventional cellulose filter, hot oil will degrade the resins that bind the media. The Ea oil filter's full-synthetic media technology is resin-free. It uses a wire screen backing that is pleated with the media for superior strength.

Ea oil filters are constructed with HNBR nitrile gaskets that are fully tested to extreme distances in severe environments. The filters also feature fully tucked seams, a molded element seal, roll-formed threads, and a long-lasting, premium-grade silicone anti-drain valve.

Ken Imler Performance Diesel in Sacramento, California, had installed many of the Amsoil Dual Remote Oil Filtration System kits in the past, and owner Ken Imler just happened to have an '02 6.6L Duramax LB7 in for the modification, so we took advantage of his experience. The kit Ken used—a BMK 27—included everything needed except the frame-mounting bracket. Several examples are shown on the Amsoil website, and there are many more variations. In fact, depending on the year of your vehicle, and the accessories—auxiliary fuel tanks, electric steps, twin turbos, and so on—every install can be a little different. The Amsoil dual bypass kits come with a basic mounting bracket, and it can often be used in conjunction with a custom-fabricated bracket.

In the case of our '02 Chevy, the factory torsion bars created a small problem with the hoses, and the Transfer Flow auxiliary fuel tank blocked a location often used with this model truck. No problem. Ken fabricated a simple bracket that could be mounted directly to the frame, just a couple of feet from the OEM filter—an advantage because less hose is always better. This also made the filters easily accessible for service.

Once a location was determined, the holes were drilled, and the bracket was painted and ready, the installation went quickly. The factory oil filter was removed, reminding us that engineers who design horizontal oil filters probably never have to change them. The Amsoil



**The Amsoil Ea bypass filter typically filters all the oil in the system several times an hour, so the engine continuously receives analytically clean oil. The kit we used, a BMK 27, included everything we needed except the frame-mounting bracket.**



**The basic components of the Amsoil Ea bypass and full-flow oil filter kit are the dual remote filter adapter and the dual filter mount assembly.**

dual remote filter adapter was screwed on and tightened to the specified torque. The design of the two-piece adapter made it easy to position the outlet port exactly where Ken wanted it.

Detailed instructions with excellent drawings covered every step of the assembly. Using the 12-foot length of high-quality  $\frac{1}{2}$ -inch-diameter hose included in the kit, two short sections were assembled using the fittings provided. Due to the short distance from the OEM filter adapter to the dual filter adapter, there were no problems where abrasion could occur. Short pieces of heater hose can be slit and used for protective pads if needed.

Fittings for the adapter and the new dual filter housing were installed and torqued to Amsoil

specifications. All fittings and plugs that went into metal had O-rings to assure long, leak-free operation. Permatex thread sealant was used on all filter adapter fittings. No special tools are required, but a  $2\frac{1}{4}$ -inch socket and a 1-inch crowfoot made torquing the adapter and fittings easier. Also, 1-inch and  $1\frac{1}{8}$ -inch box wrenches were used to tighten the hose fittings.

Both the Ea BP100 bypass filter and the Ea 026 full-flow filter were filled with fresh oil and installed. For this Duramax owner, it will be nice to have a filter that remains vertical during service. No more oil running down the side of his arm.

The final step was a full oil change using Amsoil 15-40 Heavy-Duty Diesel & Marine Full Synthetic Oil. The engine was started and we checked for leaks. Depending on the length of

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hose on a specific application—Ford, Chevy, GMC, or Ram—the combination of the two filters and the hose can take nearly 4 quarts of oil.

The Amsoil bypass filtration system is not just for diesels. The BMK 23 general-use dual remote oil bypass unit combines full-flow and bypass filtration on a single, easy-to-install mount for most vehicles. All installation parts, except the filter spin-on adapter, are included. You must purchase the spin-on adapter that matches the filter thread on your vehicle. Amsoil also has adapter plates for engines like the Power Stroke 6.0L that use drop-in cartridge filters. As we previously indicated, fabricating a bracket that mounts to your vehicle is the most difficult part, since the number of mounting options are wide open.

It is recommended that if you are going to extend your oil changes, they be accompanied by an occasional oil analysis, available through Amsoil. A single sampling analysis is useful in providing information when critical failure conditions exist. However, trend analysis is a better tool for estimating the useful life or overall condition of your engine or equipment. Trend analysis samples are taken and analyzed at regularly scheduled intervals. Comparing the most recent analysis to previous reports on a given machine shows the development of trends. Monitoring these trends enables early detection of internal abnormalities. Tested values falling within acceptable limits may show a pattern of subtle variance, which could signal a developing problem. The optional BK13 petcock makes taking samples easy. A complimentary oil analysis comes with the dual bypass filter kit.

Bottom line: Synthetic oils are more expensive than petroleum-based lubricants. But then, if you're changing your oil every 5,000 miles, it may be false economy to use petroleum-based oils, and by the way, our diesel engines aren't exactly cheap. For many reasons, it's an easy choice to move up to the modern technology of the Amsoil dual bypass oil filter system.



**The dual filter mount assembly has two different ports with different thread sizes, so primary and secondary filters cannot be incorrectly installed.**



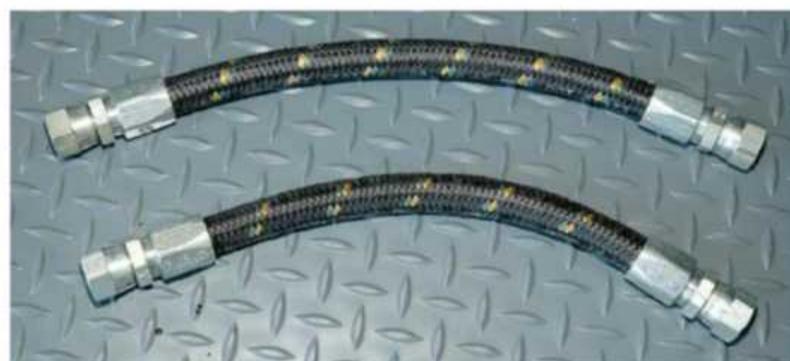
**The Amsoil Ea bypass kit comes with a basic mounting bracket. For this installation, Ken opted to fabricate his own.**



**The design of the two-piece adapter allows you to position the outlet port exactly where you need it.**



**A simple bracket was designed that could be mounted directly to the frame.**



**Two short sections were assembled using the 12-foot length of high-quality 1/2-inch-diameter hose and fittings included in the kit.**



**1.** Holding the fittings in a vise made assembly easier.

**2.** Following the detailed instructions, hose fittings and O-rings were lubricated prior to assembly.

**3.** Permatex thread sealant was used on all filter adapter fittings.

**4.** A 1-inch crowfoot makes torquing the adapter and hose fittings easier.

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**5.** Special plugs with O-rings were supplied to block unused ports on the dual filter housing.

**6.** One-inch and 1 $\frac{1}{2}$ -inch box wrenches were used to tighten the hose fittings.

**7.** Short pieces of heater hose can be slit and used for protective pads where even the slightest chance of abrasion might occur.

**8.** Holes were drilled for a bracket that could be mounted directly to the frame, just a couple of feet from the OEM filter.

**9.** The horizontal factory oil filter reminded us that engineers who design these probably never have to change them.

**10.** A light coating of oil was applied to the O-ring on the Amsoil OEM filter adapter.

**11.** The design of the two-piece adapter allowed Ken to position the outlet port exactly where he needed it.

**12.** The Amsoil dual remote filter adapter was screwed on and tightened to the torque specified in the detailed instructions.

**13.** The dual filter housing was mounted to the custom bracket on the bench before bolting the assembly to the frame.

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**14.** It's easier to install hose ports on the bench before mounting the dual filter adapter to the frame.

**15.** With the holes in the frame pre-drilled, the complete bracket and dual filter housing was bolted into place.

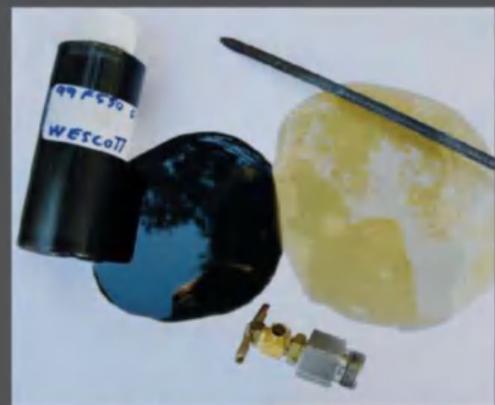
**16.** A 1-inch crowfoot made it easier to torque hose ends to the adapter fittings.

**17.** Both the Ea BP100 dual remote filter and the Ea O26 full-flow filter were filled with fresh oil prior to installation.

**18.** The location of the dual bypass filter housing will make periodic service much easier.

**19.** The final step was a full oil change using Amsoil 15-40 Heavy-Duty Diesel & Marine Full Synthetic Oil.

## GETTING SCIENTIFIC



**BK13 PETCOCK**



A visual inspection is interesting, but an oil analysis is much more informative. The optional BK13 petcock makes taking samples easy. A complimentary oil analysis comes with the dual bypass filter kit. The optional BK13 screws into one of the unused ports on the dual filter mount assembly to facilitate taking samples for an oil analysis. **TP**



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Here, the stock torque converter turbine housing (left) is compared to the BD housing, which features furnace-brazed fins. You've probably heard a lot about furnace-brazed fins in the past but may not know what they are.

# TOUGH ENOUGH

Inside BD Diesel Performance's Torque-Ready 48RE Automatic for '04 High-Torque Cummins Diesels

Words by **CHRIS HEMER** + Photos by **CHRIS HEMER**

**WHEN DODGE** introduced the Cummins engine, it represented a major breakthrough in power, torque, and fuel economy for Ram pickups. It was also the beginning of what would turn out to be an ongoing struggle with transmissions. Before long, the word was out: Dodge transmissions weren't always able to stand up to diesel torque, especially in heavy-hauling or towing applications. Subsequently, the factory began implementing and perfecting minor improvements in an effort to stem the tide of transmission warranty claims.

One thing the factory didn't concern itself with, however, was the burgeoning diesel performance market. While the 48RE was able to handle the stock power levels, failure began to show its ugly head when power was increased beyond 60 hp or so. It soon became evident that with engines

capable of more than 1,000 lb-ft of torque, something had to be done, and BD Diesel Performance has done it.

BD has been at the forefront of the diesel industry since it began, offering an ever-increasing line of performance products to answer the needs of the evolving Cummins market. As problems with the Dodge 47RE and 48RE transmissions began to surface, the company initiated an extensive research and development program to determine the weak links in these transmissions, and then methodically solved them to arrive at some truly dependable designs. Today, BD offers everything from exchange transmissions to custom-built race transmissions and torque



If you look closely, you can see the factory fins are merely bent and staked into place. The BD fins are actually brazed in place for greater strength.

converters, made on the premises and designed to handle the outer limits of diesel torque. The company even backs its transmissions with a one-year parts, labor, and

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freight warranty, and it offers an optional three-year warranty as well.

We visited BD to learn what the crew does to its transmissions to make them live behind high-torque diesel engines. From the torque converter to the tailshaft, BD's transmission department walked us through the mods they perform. As you'll see, they amount to much more than a recalibrated valvebody and some extra clutches; these transmissions are completely reengineered. And though we're focusing on Dodge transmissions in this article, it's worth mentioning that BD offers the same services for the current crop of Ford and GM transmissions as well.

If you plan to bolt serious horsepower onto your diesel, save yourself some trouble and consider a performance transmission designed to handle it. The factory may be able to experiment with the thresholds of transmission failure, but we're betting you can't afford to do the same.



Also note that the stock turbine housing uses a hub that is riveted in place.



BD welds the hub in place, which is why there are holes where the rivets used to be.

**“One thing the factory didn’t concern itself with, however, was the burgeoning diesel performance market.”**



The stock stator (left) is made from cast aluminum and uses a plastic spacer in the center. BD's stator is made from billet aluminum and is machined at its center for a Torrington bearing. Also, note the difference in impeller blade angle between the two units. BD has found that the more extreme angle of the stock stator blades increases torque converter stall speed, which is good in a high-performance gasoline engine but wastes low-speed torque on a diesel. By reducing the angle of the impeller blades, stall speed is decreased and low-speed torque is increased.



The 47RE and 48RE torque converter covers have lugs that are welded to the cover at the factory.



BD has found the intense heat used to weld the lugs to the outside can actually warp the clutch surface on the other side.



This results in high spots, and even cracking.

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The close-up shows these spots. BD covers incorporate mounting bosses, rather than welding them on after the fact.



BD fits its 47RE and 48RE transmissions with an overdrive piston retainer that uses an O-ring to help prevent internal pressure loss. Compare it to the stock part (left), which has no O-ring.



The stock Dodge clutch housing (left) is compared to the BD-modified clutch housing.



The BD second gear servo piston cover (right) also features an O-ring in its center to prevent internal pressure loss. At left is the stock cover.



Note that the BD unit has been machined on the inside to allow nearly double the clutch friction material for greater holding power. BD uses a special carbon/Kevlar blend, which is stronger and more resistant to heat than the stock material. You'll also notice that the BD unit has different rivets. This is because BD actually takes the time to disassemble the clutch and clean it completely to prevent any debris from circulating through the converter and transmission.



At first, it's difficult to see the difference between the stock direct clutch piston (left) and the BD piston. But if you look closely, you'll see that the BD unit has been machined down (note the wider machined surfaces), which allows the use of an additional friction plate in the clutch pack.



Here, the stock converter cover (left) is shown next to the BD cover. The BD cover is machined from stamp-forged steel, which BD has found to be stronger than billet steel in this application. The center is machined for the additional clutch material and uses slots to dissipate heat.



Shown here are the two front ring gear assemblies for the 48RE transmission. The stock unit on the left uses a flat washer; the BD unit has been machined to accept a Torrington bearing.

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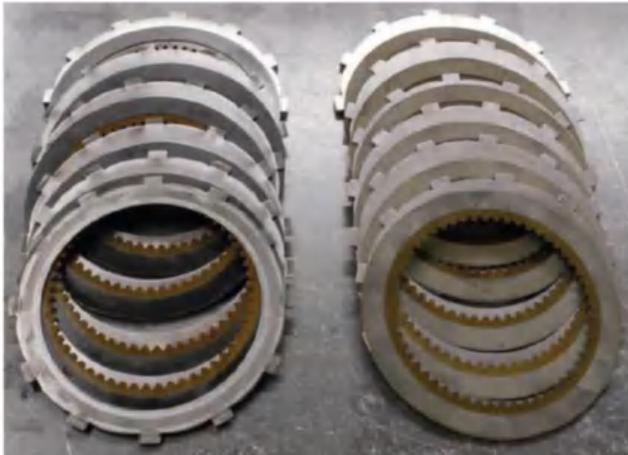
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For greater holding power, BD fits the overdrive clutch pack with six clutches, compared to five for the stock pack (left). The overdrive clutch pressure plate is machined down to make room for the added friction material.



The stock direct clutch pack for the 47RE (left) is equipped with four clutches from the factory, and BD upgrades it to five. The 48RE has five clutches and can be upgraded to six. The extra clearance is achieved by machining down the pressure plate.



The direct clutch return springs are upgraded from 9 (shown) to 10, and the pattern rearranged from stock for more positive engagement.



The rear planetary assembly on the 48RE is fitted with a flat washer from the factory (left). BD machines down the surface to accommodate a Torrington bearing.



The four-gear rear planetary from the 47RE (left) can also be upgraded to a six-gear planetary from a 48RE (right). The 48RE planetary has also been machined to accept a Torrington bearing. Another important feature of the 48RE planet is that it is made from steel, rather than aluminum as with the 47RE planetary.



One more spring may not seem like much, but BD says using more springs creates a shift that is too harsh for most.



The front planetary from the 47RE (left) has five gears, while the 48RE (right) has six. Most of the gear train components from the 48RE can be installed in the 47RE, making it, for all intents and purposes, a 48RE for high-torque applications like diesels.

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Earlier 47RE (left) transmissions used an aluminum front planetary with four gears, while later versions used a steel carrier with five gears. Any time BD comes across one of these aluminum planetaries, it discards it in favor of the steel five-gear planetary unit (right).



Aluminum spacers are used in the accumulator and the second gear servo to improve shift engagement.



Here's the front pump assembly. Oil passages are machined for these orange O-rings (right), making for a better sealing between the front pump and stator support.



The stock band strut (top) is weak and can bend or break even with stock power levels. BD replaces the strut with a much thicker and stronger unit.



To the left is the 47RE overdrive planetary, to the right is the 48RE. Again, you can upgrade to most of the 48RE parts if you have a 47RE.

**“While the 48RE was able to handle the stock power levels, failure began to show its ugly head when power was increased beyond 60 hp or so.”**



The stock intermediate shaft on the left and the BD shaft on the right shows the enlarged oil passage to increase lube flow to the planetary gear sets.

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# VALVEBODY MODS



This close-up is of the Dodge 47/48RE valvebody separator plate. To the left is the plate as it appears stock; the middle plate shows the mushrooming of the hole due to wear caused by the low/reverse steel check ball that contacts it. On the right is the BD separator plate, which features a steel seat insert to prevent mushrooming.



With the increase in line pressure from 55 psi to 75 psi, heavier shift springs have to be used to keep the transmission within the stock shifting parameters.



When the BD valvebody is reassembled, the stock plastic check balls are replaced with steel check balls, which hold their shape and provide better sealing. The unit is finished off with a BD separator plate.



The boost valve clip in the Dodge valvebody has a tendency to crack and fail, releasing this spring, as shown. When this happens, the transmission can lose oil pressure and suffer damage.



On the left is the stock reverse boost valve and plug, and the BD reverse boost valve and plug are on the right. The BD valve has been bored out in the center to accept a check valve, and the plug has a smaller orifice to increase reverse line pressure from the factory setting of 260 to 300 psi to 360 to 400 psi. This mod is beneficial for people with trailers, heavy campers, and off-roaders who may have to back up on steep hills—the extra line pressure prevents slippage. The check ball, meanwhile, is what allows the option of Second Gear converter lockup when used with a BD TorqLoc. This is convenient for heavy trailers that may descend steep grades.



Each BD valvebody is tested on the company's state-of-the-art valvebody test stand. The system makes sure the settings on each unit, such as line pressure and shift points, are consistent. It also ensures all the electronics are working properly and checks against cross leaks. Each of those gauges monitors the function of a separate oil circuit and helps the technician determine if full line pressure is getting to each clutch pack.



To solve the problem, BD fits the valvebody with a much thicker, stronger boost valve clip, as shown here.



This photo shows the stock boost plate (held, left) and the BD boost plate. Note that the BD plate has a much larger oil hole between the two screws; the factory hole is a fraction of the size. The larger hole increases boost pressure when the transmission is in lockup.



Pressure regulator valve on the left, manual valve on the right. The two steel valves replace the stock Dodge valves, which are made of aluminum. The new valves are combined to provide cooler transmission flow and converter charge when the transmission is in the Park position. Ordinarily, you only get this function when the transmission is in the Neutral position.



Another smaller test stand checks the factory solenoid function. BD has found that as many as one in four of the factory solenoids can malfunction. So rather than assemble the valvebodies assuming the factory solenoids are in good condition, BD tests each one.



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### LOW-BUCK LIFT PUMP

**QUESTION:** I have a '95 Dodge Ram, and I believe the lift pump is failing. The engine is hard to start and cranks for quite a while before it actually fires. I want to upgrade to an electric pump anyway, so I've been on the lookout for a budget replacement that flows more than my current engine-driven factory pump. I'm looking for something in the \$100 to \$200 range that will last me a while and is rated for diesel fuel. Can you help?

**Jackson Vossler**  
-via email

**ANSWER:** Very often, the feed and return lines for the injectors leak and can cause a hard-start situation. A lift pump won't necessarily fix that, but if you're going to upgrade anyway, we can give you some direction regarding what to buy. First of all, lots of pumps will work with diesel fuel, even if they're not rated for it. Simple Holley blue, black, or red pumps are very inexpensive and will run for a while, but usually the diesel will take the pumps out after only a few years.

If you're looking for pumps that are rated specifically for diesel fuel, Walbro and Carter Fuel Systems units are good choices, as each



If you're on a budget, an electric "pusher" pump can be spliced into the stock fuel lines on early Cummins engines with mechanical lift pumps in order to keep fuel pressure where it should be.

company makes both low- and high-pressure pumps rated for diesel. Many Ford guys run the Walbro 392 on their trucks, and there's really no reason it shouldn't work for a Ram's 12-valve Cummins. While the pressure is a lot higher than that of the factory lift pump, it's not enough to damage the injection pump (although it may be a little hard on the lift pump). Carter also makes low-pressure and high-pressure lift pumps that flow around 100 gph, which is pretty good for a budget unit.

When mounting these pumps, use either a stand-alone or universal fuel filter with lines made to use the stock engine assembly, or splice them between the tank and the factory lift pump, creating a sort of compound-pump setup. We've tried it a couple of different ways over the years, and for a modified diesel, any of the different setups will work—especially in the 300 to 500hp range.

If you keep adding power to your engine, eventually your pick-up in the tank, filter assembly, lines, and pump will all start to become restrictions, which is why companies like FASS, Fuelab, Aeromotive, and AirDog manufacture complete fuel systems for diesels. Using one of these systems can be beneficial, especially in higher-power trucks.

### VAN FUEL ECONOMY

**QUESTION:** I just ordered a '16 Ford Transit 350 XLT with the 3.2L I-5 engine, six-speed automatic transmission, and 3.31:1 gears. I am looking at a few ways to increase mileage, keeping cost in mind. I've read a lot about increasing mileage on trucks, but are there any tricks I can use on my van?

**George Petri**  
-via email

**ANSWER:** Since your application isn't a regular 1/2- or 1-ton truck, now seems like the perfect time to introduce the fuel saving tips we've accumulated over years and years of being asked this same question:

1. Drive slowly. Going twice as fast as any given speed causes nearly four times as much drag, so it will greatly affect your fuel mileage. One Ram we tested got 19 mpg at 75 mph, 23 mpg at 65 mph, and 27 mpg at 50 to 55 mph.



Tire pressure is one of the few easy things one can check to improve fuel economy. Airing low tires up to the high side of normal pressures can be worth 1 to 2 mpg when going down the road.

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2. Keep your vehicle light. Remove any equipment you don't need and limit the amount of junk and trash that accumulate. And if you're not hauling a ladder, remove the ladder rack.

3. Don't believe the lies. When your buddies say they get 35 mpg out of their truck at 80 mph, don't believe them—there's probably a speedometer correction from a different tire size or something else they forgot to factor in. Modern diesels should get between 15 mpg and 25 mpg on the freeway at 65 mph (your van with the 3.2L I-5 might do even better).

4. Electric fans work. While we haven't towed using one, running electric fans while driving around town and on the highway was worth almost a 2-mpg increase in our case, and we've heard similar results elsewhere.

5. Bump timing and increase fuel-rail pressure. You want to create as much cylinder pressure with as little diesel as possible, so raising timing or rail pressure can also increase fuel mileage.

6. Aerodynamics is possibly the most overlooked form of fuel-economy enhancement for diesel-powered vehicles, but it works. A grille block on a '97 Dodge Ram was worth 2 mpg. And that ladder rack we talked about removing earlier? Not only is it heavy, but it causes tons of drag.

7. Gearing can also have a big impact on fuel economy. You've got the 3.31:1 gears, so you're on the right track. If you can, manually shift the transmission into the highest gear possible and try and use overdrive as much as you can if you're not towing.

8. Use your EGT gauge. Exhaust gas temperatures are a good indicator of the amount of fuel you're using, so the lower the temps, the better. We've seen trucks that were set up for mileage (two-wheel drive, camper shell, skinny tires) cruising with an EGT as low as 500 degrees.

9. Don't be afraid to buy another vehicle. If you have a 50-mile, one-way commute, maybe you should be making it in a Chevrolet Cruze diesel rather than a Dodge Ram Mega Cab.

10. It may make the ride slightly harsher, but by inflating your tires to a level 3 to 5 psi higher than recommended, you can reduce rolling resistance and save some fuel. Bear in mind, even slight overinflation can cause premature tire wear, different handling characteristics, and, in extreme cases, even tire failure.

## TOW LOW

**QUESTION:** I have an '11 GMC Sierra 3500HD four-wheel-drive dualie, and I use it to tow a fifth-wheel trailer. The problem is, the rear of the truck is a few inches higher than the trailer, which makes hooking up a pain. I would like to lower the truck a couple of inches in the rear without losing any towing capacity, but nobody I have talked to so far seems like they can help me.

**Bill Gerling**  
-via email

**ANSWER:** There are a few different options to choose from when it comes to lowering a

truck. One of the most popular ways of dropping the back of a pickup involves removing leaf springs, which you really can't do with your rig because it will decrease the truck's load capacity.

Fortunately, there are a few solutions that should work for you. One option is to install lowering shackles, which will drop the truck about 2 inches, although they can be adjusted for a bit more drop. The amount shouldn't affect suspension geometry very much.

While it's not definite, you might need to add air springs to keep the rear end from sinking too low once you hook up the trailer.

A second solution involves a big jump in price but also increased capability. If you're

looking for a better ride, the ability to raise and lower your truck, and onboard air, a complete air-suspension system might be just what you're looking for. While air suspensions are common on lowered or lifted show trucks, there are very capable kits out there for heavy-duty applications as well. Kelderman Air Suspensions makes a four-link setup designed for '11 GMC Sierra 3500HDs, and Firestone offers a hybrid leaf spring/air suspension that's designed to exceed OEM specifications. While these systems aren't cheap, air suspensions offer instant adjustability while maintaining load capacity and improving unloaded ride quality. 

Drop shackles are an inexpensive way to lower a truck without sacrificing its payload carrying or towing capabilities.





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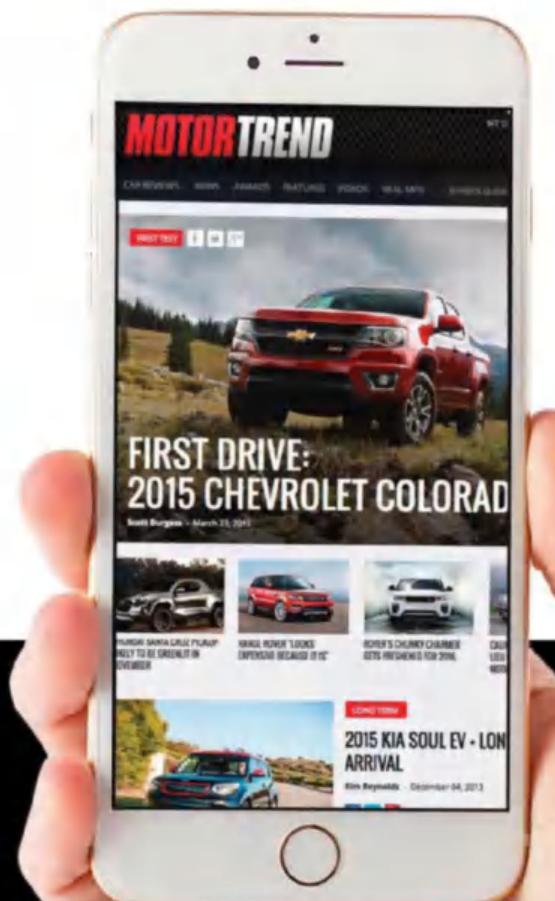
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 You don't have to wait a month for another dose of Diesel Power. You can find our website online 24 hours a day, 7 days a week. Plus, by joining us on **Facebook**, **Twitter**, **Periscope**, and **Instagram**, you can interact with the Diesel Power staff and other readers whenever you feel like it.



The screenshot shows the homepage of the **TRUCK TRENDS NETWORK**. At the top, there are tabs for **TRUCK TRENDS**, **Truckin'**, **MINI TRUCKIN'**, **RV**, **8-Lug**, and **Work Truck Review**. Below the header, a large image of a red pickup truck's engine compartment is displayed. To the right of the image, a sidebar lists "TRUCK TRENDS NETWORK - EDITOR'S PICKS" with several news items: "2008 GMC Sierra Denali - Laid-Off Legacy", "2012 Ford F-250 - Heavy Hitter", "What a Future FCA-GM Might Look Like", "1999-2007 Ford F-350 Super Duty Side Mirror Up...", "First Drive: 2015 Toyota Tacoma", and "2015 Truckin Throwdown Presented by EBC Brk...". At the bottom of the sidebar, it says "12 Best Pickup Engines of All Time" and "FORD F-250".

## ALL-NEW **TRUCK TRENDS NETWORK** WEBSITE

Now you can find *Diesel Power*, *Truck Trend*, *Truckin'*, *Mini Truckin'*, *RV*, *8-Lug*, and *Work Truck Review* all in the same place: [trucktrendnetwork.com](http://trucktrendnetwork.com). You can still go directly to [dieselpowermag.com](http://dieselpowermag.com), or click the *Diesel Power* tab at the top of the Truck Trend Network home page to get exclusive diesel-only news, tech, and articles.

## LIKE US ON FACEBOOK



The screenshot shows the Diesel Power Magazine Facebook page. At the top, there is a header with the page name and a search bar. Below the header, there is a section titled "All Videos" featuring a grid of 12 video thumbnails. The videos include: "2015 Ford Super Duty Tow Tests" (4,886 views), "All-New 2016 Nissan Titan XD In Action" (1,714 views), "Dave Hackett Tells Us About His CAT-Powered GMC" (30,181 views), "Duremez Tuner and Wheril Custom Fabrication..." (4,657 views), "Diesels Everywhere You Look" (17,644 views), "Scheid Diesel Extravaganza 2015" (12,218 views), "Gas, Diesel and Two Dodge Trucks" (14,829 views), "Diesels at Large: Caterpillar and Komatsu heavy..." (12,209 views), "Want to see what it takes for a 66 year old Cummins..." (1,487 views), "Watch a 95 year old Cummins 6bt HDV engine..." (1,487 views), "Hm, that doesn't sound like gas..." (1,117 views), and "Diesels at Large: '96 Ford F-250" (3,107 views).

Click "Like" on the official *Diesel Power* magazine Facebook page for the latest on what we're doing. Leave plenty of comments for us, too. The more input we get from our readers, the better!



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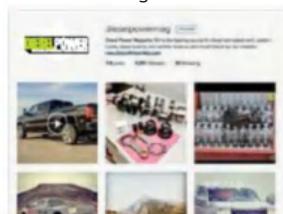
Get updates from *Diesel Power* magazine delivered directly to your phone. Follow our Twitter account **@dieselpowermag** to receive the latest news. Plus, hashtag all your diesel-related posts with **#dieselpower** and include **@dieselpowermag** in your tweets so we can check them out. Make sure to add "Diesel Power" to the new Periscope app by Twitter so we can share live videos.



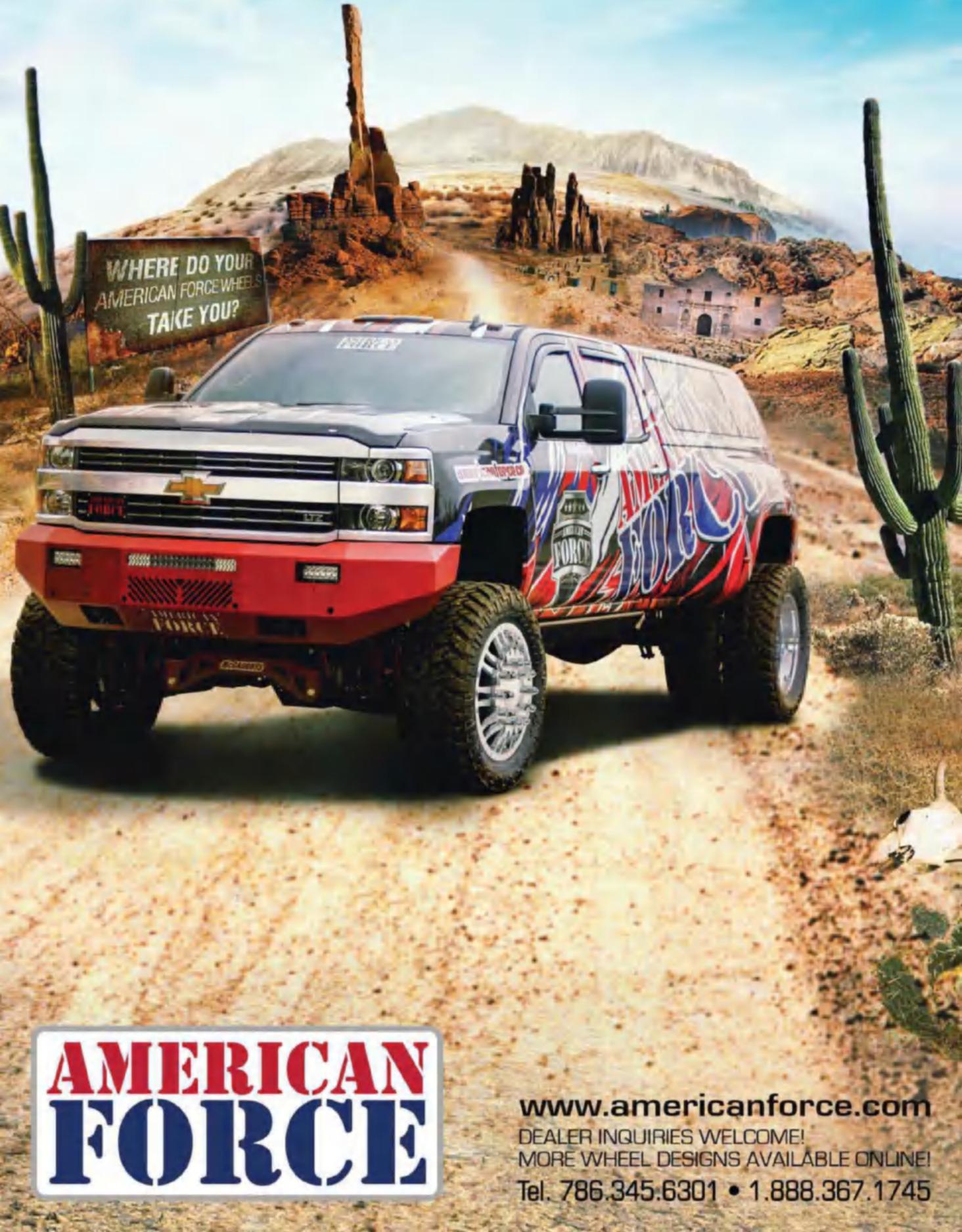
The screenshot shows a tweet from the account **Diesel Power** (@dieselpowermag). The tweet includes a small image of a military vehicle, the text "Oshkosh Wins U.S. Army Contract for Joint Light Tac...", and a link to [trucktrend.com](http://trucktrend.com). The timestamp is 8/26/15, 7:00 PM.

## SUBSCRIBE TO OUR INSTAGRAM

See all the videos and photos we post to our Instagram account by subscribing for free. Look us up at **DieselPowerMag**, click +Follow, and you'll see tons of great diesel photos. Double-click the photos you like and leave your comments for us. Make sure to tag your posts with **#dieselpower** so we can see what you're up to and Like your photos.



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